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1993 VOLVO B10M VAN HOOL ALIZEE, 53 recliners, crew seat, Telma, double glazed, Radio/PA/cassette **£45,000**

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1985 VOLVO B10M JONCKHEERE P50, 51 retrimmed recliners, crew seat, rear toilet/cont.door **£11,500**

1985 VOLVO B10M PARAMOUNT 3500, 53 crew seat, D/G, alloys **£10,500**

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1995 (N) TOYOTA OPTIMO, 18 seat, large boot **£10,250**

1994 TOYOTA OPTIMO, 18 seats, large boot **£7,750**

1991 DENNIS JAVELIN 11 METRE DUPLE 320, 53 seats **£13,500**

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1990 MERCEDES 609 M2M, 23 seats **£3,750**

1990 MERCEDES 0303 PLAXTON PARAMOUNT, 53 seat, power door **£27,000**

1988 MERCEDES 0303, 49 recliners, toilet **£11,500**

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2002 IVECO EURORIDER BEULAS EL MUNDO 12M

48 recliners, green/multi-col moquette, rear floor mounted toilet, double glazed tinted side windows, curtains, courier seat, AIR CON, rear servery with drinks facility, fridge and cupboards, wired for TV/video, power operated driver's and courier's windows, driver's door, automatic gearbox and power operated luggage access flaps. Choice of two, one beige or one white.

2001 (Sept) BOVA FUTURA FHD 12.370 INTEGRAL 12M

49 recliners, blue/multi-col moquette, centre sunken toilet, double glazed tinted side windows, curtains, courier seat, AIR CON, drinks machine, fridge, ZF retarder, power driver's window and wired 2x for TV/video. Exterior metallic lilac.

2001 IVECO EURORIDER BEULAS EL MUNDO 12M

48 recliners, green/multi-col moquette, rear floor mounted toilet, double glazed tinted side windows, curtains, courier seat, AIR CON, rear servery with drinks facility, fridge and cupboards, wired for TV/video, power operated driver's and courier's windows, driver's door, automatic gearbox and power operated luggage access flaps. Exterior metallic silver/grey.

2001 (Sept) SCANIA L94 VAN HOOL ALIZEE-H 12M

49/53 recliners, black multi-col moquette, centre sunken demountable toilet, double glazed tinted side windows, curtains, courier seat, aircraft style doors to hatracks, SUTRAK AIR CON, fridge, drinks machine, Comfort shift gearbox, retarder and wired TV/video. Exterior white.

2000 IVECO EURORIDER BEULAS STERGO-e 12M

49 recliners, blue/multi-col moquette, centre sunken toilet, power operated continental door, double glazed tinted side windows, curtains, courier seat, AIR CON, driver's sleeping berth, drinks machine, fridge, wired for TV/video, driver's door, and power courier's and driver's windows. Exterior white.

2000 VOLVO B10M BERKHOF AXIAL 12M

51 recliners, blue multi-col moquette, centre sunken toilet, double glazed side windows, courier seat, curtains, AIR CON, fridge, drinks machine, Webasto pre-heater and wired TV/video. Exterior white.

1998 VOLVO B10M JONCKHEERE MISTRAL 12M

51/53 recliners, grey multi-col moquette, centre sunken demountable toilet, double glazed side windows, curtains, courier seat, fridge, drinks machine and wired TV/video. Exterior white.

1998 SCANIA K113 VAN HOOL ALIZEE-HE 12M

49 recliners, blue multi-col moquette, centre sunken toilet, double glazed side windows, curtains, courier seat, AIR CON, fridge, drinks machine, driver's berth, Comfort shift gearbox, retarder, alloy wheels and wired TV/video. Exterior white.

1996 DAF SB3000 VAN HOOL ALIZEE-H 12M

49 recliners, grey multi-col moquette, centre sunken toilet, double glazed side windows, curtains, courier seat, AIR CON, fridge, drinks machine, low driving position and wired TV/video. Exterior white.

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EXCLUSIVE

Scania to build UK style double deckers in Poland

B&CB has received exclusive pictures of the artists impression of a new OmniCity based double deck bus for the UK to be built by Scania at their Slupsk factory in Poland. The vehicle is to utilise the same CN 94 Chassis as the current OmniDekka with a 260bhp engine and automatic transmission. The 9m long body will be built using the same aluminium system as currently used for OmniCity and OmniLine vehicles produced at the Polish factory. The first vehicle is expected to go into production in January 2005. The illustration clearly shows that the vehicle is being designed to meet the London and wider UK requirements.

Current double deck bus production by Scania for the UK is the OmniDekka, bodied by East Lancs, which has quickly carved out a significant niche in the market since its launch two years ago.

Blackgate buys Victory Tours

Long established coach touring company Victory Tours has been sold to Blackgate Enterprises Ltd. Victory Tours which is owned by Adams Brothers (Hanley) Ltd was started 83 years ago and is still operated by the Adams family. The decision to sell the business comes following the decision of MD Nick Adams to retire after forty years in the business. He will be replaced by John Morris who becomes General Manager.

Hilary Adams will also cease to be a Director but will continue to represent the interests of the Equity owned Sloping Off school winter sports specialists which has worked closely with Victory Tours for many years.

Blackgate have announced that they do not intend to make any changes in personnel or operations but are looking to expand the business using the formula so successfully adopted by Nick Adams and his team.

First recruits in Poland

In an attempt to overcome the crippling shortage of drivers, First Group are looking to recruit up to 1000 drivers from Poland over the next 18 months. The company has already recruited 56 engineers and drivers from Poland and hopes to raise that figure to 400 by the turn of the year. De-regulation of bus services in Poland has led to a large number of bus drivers and mechanics being laid off. The country currently has an unemployment figure of 22%.

The beauty of the scheme is that many of the recruits are already fully trained and qualified and many have years of experience. The new recruits are given language training and have to undertake written English examinations and interviews in English. Those destined to go to Scotland are even given training in understanding the Scots accent.

The jobs are attractive to the Poles who were previously earning just £1.60 per hour in Poland.

The company says that it tries as hard as it can to recruit from the local communities but there is just not enough free, suitable candidates available which is why it has taken advantage of Poland joining the EEC to begin recruiting there.

New Non Executive Directors at Plaxton

Plaxton has appointed two new Non Executive Directors, Mike Hassall and Sandy Glennie.

Mike Hassall has extensive business expertise having held key posts at Plessey and GEC and more recently from his involvement with business development in the private equity market working for 3i, GEC-Marconi, NatWest and AMJ.

Sandy Glennie has only recently retired as European Sales Director of Volvo Bus after 25 years with the company. Sandy, long time Sales supremo for Volvo in the UK is widely seen as the person mainly responsible for Volvo becoming such a major force in the UK bus and coach market.

Brian Davidson, CEO of Plaxton said of the appointments, 'We are delighted to welcome two undoubted heavyweights in their respective fields to the Board. Mike for his Financial and operational experience and Sandy for his product expertise and passion for serving the customer - they will bring undoubted benefits to Plaxton.'

London coach waiting times

Bob Pilbeam the CPT's coach parking expert has achieved agreement with Westminster City Council which will ensure that coaches parked on a yellow line with a loading allowance will be allowed to wait for ten minutes to pick up passengers without receiving a parking ticket. However, if no activity is seen in that time or the vehicle is parked on a yellow line with a no loading stipulation then a ticket will be issued, as will double parking or parking within pedestrian crossing zones.

Westminster has briefed its wardens on the new ruling. Currently this only applies to the City of Westminster area.

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More News on Page 66

New Vivaro minibus from Vauxhall

Vauxhall has decided to try and claim a piece of the growing market for small minibuses with the introduction of a factory supplied version of the Vivaro. The vehicle can seat six passengers in the rear saloon plus two alongside the driver. The rear row of seats are track mounted with quick release fittings. The saloon seats are all tested to M1.

The vehicle is available with either the 82 or 100PS engines and is based on the 2900mm wheelbase panel van. Standard equipment includes ABS, driver's airbag, remote central locking. Additionally when the 100PS engine is specified electric windows and electrically operated mirrors are standard. Air conditioning is optional.

On the road prices including VAT for the 82PS standard vehicle is £20,265, and for the 100PS version £21,265.

The conversion is carried out for Vauxhall by Advanced Vehicle Builders.

The growing market for this class of vehicle is currently dominated by the Ford Transit, the VW especially the new T5 and Mercedes with the Vito.

Volvo and ArvinMeritor enter into strategic alliance

Volvo and axle producer ArvinMeritor have signed a Strategic Alliance Agreement for the supply of axles to the Swedish vehicle builder. ArvinMeritor will be responsible for the manufacture and supply of driven and non-driven axles for all of Volvo's European truck and bus production. Volvo already have a similar agreement covering production for North America.

As a result of the Alliance the Volvo axle plant at St.Priest and its foundry at Venissieux, which specialises in axle housings, will become joint ventures with ArvinMeritor acquiring majority ownership. The moves are seen as important in safeguarding the long term future of the plants.

Manufacture of non driven axles currently undertaken at Volvo's Koping plant will also transfer to ArvinMeritor with some being built at the St. Priest facility and others at ArvinMeritor's plant in Lindsberg. The Lindsberg plant was originally also a Volvo facility but was sold by the Swedish company to ArvinMeritor in 1998. Koping will continue to be concerned with the manufacture of heavy duty transmissions.

New Canterbury QPS signed

Stagecoach Kent has signed a new Quality Bus Partnership with Canterbury City Council and Kent County Council covering services in what is known as the Canterbury Triangle - the area between Canterbury, Here Bay and Whitstable.

The 17 new Trident double deckers carry a special Kent Triangle livery.

Stagecoach has invested £2.5 million in the project primarily in developing a new service, which will operate every fifteen minutes. The service is using a new fleet of 17 Alexander-Dennis Trident double deckers finished in a special livery.

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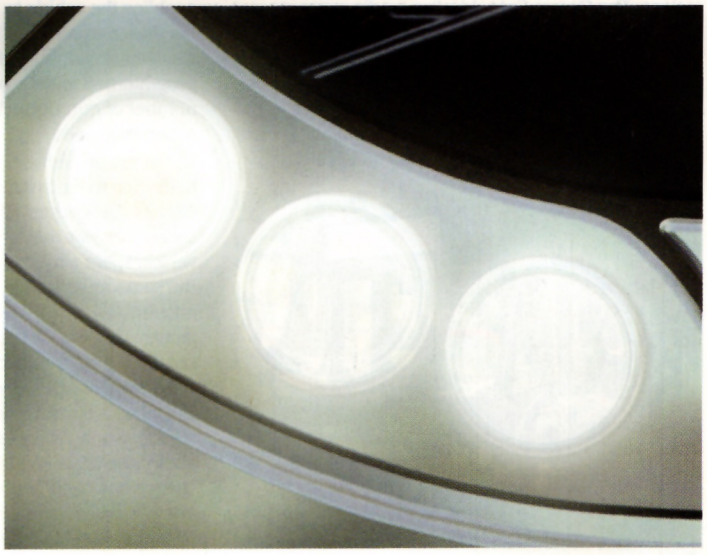


Three...

Eneco Epack hybrid Optare Solo

Transport Minister David Jamieson MP recently unveiled the first prototype Optare Solo hybrid buses incorporating Eneco's Epack diesel electric drive system. The minister spoke enthusiastically of the benefits the concept could bring in reducing emissions and meeting environmental clean up targets. Initial tests, using the London bus route 159 simulation at Millbrook, have shown that, in an urban stop-start environment, the Epack power unit delivers a 33% reduction in fuel consumption and emission levels (considerably better than a Euro3 engined vehicle) and achieves the carbon reduction targets being planned by the Low Carbon Vehicle Partnership. Benefits in noise reduction and significantly less brake wear have also been identified.

This two year old Solo has been retrofitted with the Eneco Epack. It is operating in Greater Manchester on contract to GMTE.

Two prototype vehicles were on display at the launch, showing both initial and retrofit installations. The Optare Solo driveline cradle concept provides the ideal basis for replacement by the Epack, which is attached at eight points to the body shell. The cradle can be removed for major maintenance and replaced or substituted in around 2.75 hours. The prototype vehicles were completed at Enerco's premises in West Sussex although

This new Solo with hybrid power pack is to be operated in Bristol on contract to Bristol City Council.

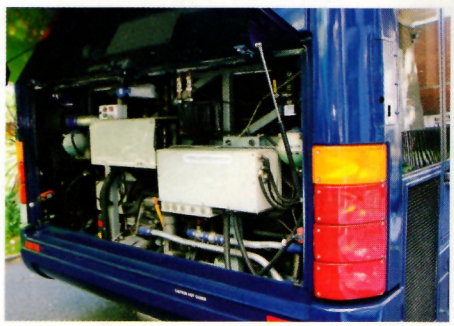
future vehicles could be fully finished at the Optare plant. The Epack consists of a 1.9 litre Volkswagen diesel engine driving a 45kW Siemens generator to charge 26 12V, 76 amp hour Hawker gel batteries. These provide a 312V dc power supply to the 120kW Enova Panther motor incorporating a regeneration function, which drives the standard Albion Axle rear axle. The hardware is therefore all proven mainstream componentry. The key to linking them effectively together is the Eneco control and energy management system. This optimises the use of the diesel motor for short periods at its most economical setting and optimises battery charging from power regenerated during braking. In addition to the diesel electric urban mode, the vehicle has two additional modes: full electric drive from the batteries for up to 8km in sensitive areas (which can be GPS enabled), and motorway mode, enabling the vehicle to be driven at speeds up to the legal maximum in the event of inter-depot transfers. In addition, the control system can be programmed to the operator's requirements for a number of outputs including acceleration rate and maximum speed.

The retrofit vehicle is a two year old example belonging to First Manchester, employed on the Greater Manchester PTE contracted free city centre services in Manchester. Following conversion, the vehicle spent a month in simulated operation on the same routes laden with sandbags. When it entered passenger service, a month before the launch, the initial results were better than those obtained from the route 159 simulation. The new build vehicle is destined for service with First in Bristol on a Bristol City Council contract. Both vehicles show little external evidence of their alternative power source and limited further change has been necessary to auxiliary equipment. There is thus minimal change in the overall balance of the vehicle. Maintenance is a key issue and appropriate documentation has been developed alongside the physical units from the start of the project. Specific training is required on the electric technology involved, in particular safety elements related to the high voltages present.

The Optare Solo Eneco Epack programme has been partly funded by the government backed TransportEnergy section of the Energy Saving Trust together with the two local authorities mentioned. In the next stage of development, Merseyside PTE are involved in the funding of six Epack fitted Solos through Eneco to be used on a number of routes being tendered in the Wirral. The experience gained with the construction of these vehicles should provide the basis for cost reductions on future builds. Once in series production, it is estimated that the savings in fuel costs over four years will recoup the extra initial outlay without taking into account maintenance savings including over 50% reduction in brake wear. Further Epacks are currently in delivery vehicles in the 3.5t to 12t range.

A short ride on the First Manchester vehicle ably demonstrated the vehicle's smooth acceleration (better than the equivalent diesel vehicle up to 30mph) and quiet running characteristics, even during the short periods when the diesel engine is switched in. The ability of pedestrians to hear the vehicle could be a potential issue although work in Scandinavia to reduce the incidence of collisions with reindeer could provide a guide. In this potential solution, when a warm body is detected in proximity to the vehicle, a directional warning sound is emitted aimed solely at that body, thereby avoiding the general disturbance a gong or horn would generate.

Eneco Joint Managing Director, Gerard Sauer, indicated that considerable interest was being shown in the project, particularly by local authorities looking to achieve UK government targets for CO_2 reduction. At least a further 21 vehicles, including the Merseybus examples are expected in 2004-5, provision for considerably



The Eneco Epack uses a VW diesel engine, driving a Siemens generator.

more than this is however being made with Optare in their production plan for 2005. The Epack programme is also being extended to include units for a 16 tonne full size single deck bus, an area where Europe has seen a number of previous trials to harness regenerated energy in stop start applications. Although Epack applications to date have featured diesel power units, the concept is transferable to other power sources. These can be either on board, such as fuel cells or natural gas engines, or externally as recently demonstrated by the Wampfler inductive power system. With the Low Carbon Vehicle Partnership looking to meet a government target of 600 low carbon buses entering service per year by 2012, the Eneco Optare Solo is a (low) step in the right direction.

By David Cole

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2000 SCANIA K124 C shift VANHOOL ALIZEE T9, 49 reclining seats, centre sunken toilet, air con
1999 DAF SB3000, auto VANHOOL ALIZEE H, 49 reclining seats, centre sunken toilet, air con
1999 EOS 90, man MAN eng, 48 reclining seats, rear toilet, air con
1998 DAF SB3000, man VANHOOL ALIZEE H, 51 reclining seats, centre sunken toilet, air con
1998 DAF SB3000, auto VANHOOL ALIZEE H, 49 reclining seats, rear toilet, air con
1998 EOS 90, man MAN eng, 49 reclining seats, rear toilet, air con
1998 EOS 90, man MAN eng. 48 reclining seats, rear toilet, air con, fridge, boiler
1998 SCANIA L94 auto VANHOOL ALIZEE T9, 49 reclining seats, centre sunken toilet, air con
1997 DAF SB3000, man VANHOOL ALIZEE H, 51 reclining seats, rear toilet
1997 DAF SB3000, auto VANHOOL ALIZEE H, 49 reclining seats, centre sunken toilet, air con
1997 DAF SB3000, man IKARUS 396, 49 reclining seats, centre sunken toilet, air con
1997 DAF SB3000, auto IKARUS 350, 53 reclining seats
1997 EOS 90, man MAN eng, 51 reclining seats, rear toilet
1996 DAF SB3000, man PLAXTON PREMIERE 350, 53 reclining seats
1996 DAF SB3000, man VANHOOL ALIZEE DH, 51 reclining seats, centre sunken toilet, air con
1996 DAF SB3000, auto VANHOOL ALIZEE H, 49 reclining seats, centre sunken toilet, air con
1996 EOS 90, man MAN eng, 49 reclining seats, centre sunken toilet, air con
1996 EOS 90, man MAN eng, 51 reclining seats, rear toilet, air con
1996 EOS 80, man MERC eng, 30 reclining seats, rear toilet, air con, TV/Video
1996 VOLVO B10M man VANHOOL ALIZEE H, 57 reclining seats
1995 DAF SB3000, man VANHOOL ALIZEE H, 51 reclining seats, centre sunken toilet
1995 DAF SB3000, auto VANHOOL ALIZEE H, 49 reclining seats, rear toilet
1994 DAF SB3000, m/ret VANHOOL ALIZEE DH, 49 reclining seats, centre sunken toilet
1994 DAF SB3000, m/ret VANHOOL ALIZEE DH, 51 reclining seats, centre sunken toilet
1993 DAF SB3000, auto VANHOOL ALIZEE H, 51 reclining seats, rear toilet
1993 TOYOTA man OPTIMO II, 18 reclining seats
1992 DAF MB230, man VANHOOL ALIZEE H, 51 reclining seats, centre sunken toilet
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Two...

Moscow Show

Traditionally, Russia has had a all-embracing motor show incorporating motor cycles, cars, vans, trucks, buses, component supplies, services, garage equipment, etc. It meant that manufacturers usually had to display large vehicles outdoors, not always an ideal arrangement.

For the first time, a separate commercial vehicle show was held from 9-12 September in the superb new facilities of the Crocus City Exhibition Centre, adjacent to Moscow's ring motorway. Curiously, nearly all the vehicles were again parked outside, clustered around temporary hospitality units. It looked as if everything could have been accommodated inside, with some careful planning, and maybe that will happen in future if the idea of a dedicated commercial vehicle show is continued.

Security was tight, coming so soon after the atrocities at Beslan, but once inside, there was a quite incredible surprise. One of the halls was full of a wide range of military equipment, from a fully

Inside the LiAZ -6213 bus. There were 39 seats and space for a further 132 standing passengers. The finish was simple but free from sharp edges. The selling price of this bus in Russia is just under £64,000!

The new LiAZ full low floor articulated bus was powered by a 7.2 litre Caterpillar 3126 engine mounted transversely at the rear, developing 300bhp at 2200rpm. It drove through a Voith angle drive and 863.3E fully automatic 3-speed gearbox to a Raba portal rear axle. Just behind it, on the Bova-Kleyn stand was a new Magiq, borrowed from a German customer, and a used Futura for sale in Russia.

The PAZ -3203 is described as small city bus. Optional passenger capacities are 23 seated and 14 standing or 18 seated and 34 standing. Locally built ZMZ petrol and diesel engines are available, with the 3.9 litre 4-cylinder Cummins also on offer.

Top: The new 14.3 metre long LiAZ -62XX was a high floor vehicle designed for city services. It has a Caterpillar 3126 engine mounted in line at the rear, driving through a Voith automatic gearbox to a Raba rear axle. The law has only been changed very recently to permit rigid vehicles longer than 12 metres.

Left: Inside the new LiAZ -62XX. Considering that the bus was designed to carry up to 120 standing passengers, there were remarkably few hand rails. Unusually, it was built to an overall width of 2.47 metres and the overall height came out just over 3 metres.

This MAZ 152 coach is designed for long distance services and has a frontal aspect reminiscent of the Duple Caribbean. This model normally has a Renault 9.8 litre engine and a ZF 8-speed synchromesh gearbox.

MAZ builds up to 600 units per annum in Minsk, Belarus. They received technical help from Neoplan to develop low floor city buses some years ago and have since developed trolleybuses. MAZ has become the main supplier of city buses to Romania and has also sold to St Petersburg.

equipped command vehicle to guns, automatic weapons, rocket launchers, military uniforms and some very suspicious looking people!

It used to be easy to get around Moscow, with its wide main streets, but traffic congestion is now heavy, for much of the day. Even so, many people still rely on public transport. Apart from the excellent metro system, Moscow has 38 routes served by trams, 86 by trolleybuses and 517 by buses. There is a wide mix of vehicles, with LiAZ having replaced Ikarus as the main bus supplier. There were still many older vehicles in service, but they looked in good condition, free from panel damage and other tell-tale signs. That would seem to indicate that Mosgortrans is spending considerable amounts on repair and maintenance.

The manufacturing industry has gone through major consolidation in the last four years. Four of the most important builders have retained their respective brands, but have been brought together in RusPromAvto, a wholly-owned subsidiary of Basic Element, one of the largest financial and industrial holding companies in Russia. The company trades as Russkie Avtobusil, or Russian Buses.

LiAZ, the Likino Bus Factory, manufactures a range of solo and articulated city and suburban buses. They had considerable assistance from Ikarus in developing the -5256 model some years ago.

Last year, LiAZ launched the -5292, a more stylish city bus with a full length low floor. At the Show in Moscow, they extended the range with the -6213, a full length low floor articulated city bus with four double width doors. At one time, Russian buses were renowned for rusting, but LiAZ said that its latest anti-corrosion treatment is good for at least twelve years.

The Golitsyno factory, outside Moscow, was originally built to manufacture the Mercedes-Benz O303 coach. There was simply not sufficient demand for that type of vehicle in the market and the factory later switched to making city buses using Mercedes-Benz running units. However, this O303 still bears the name of its former German owner on the driver's door.

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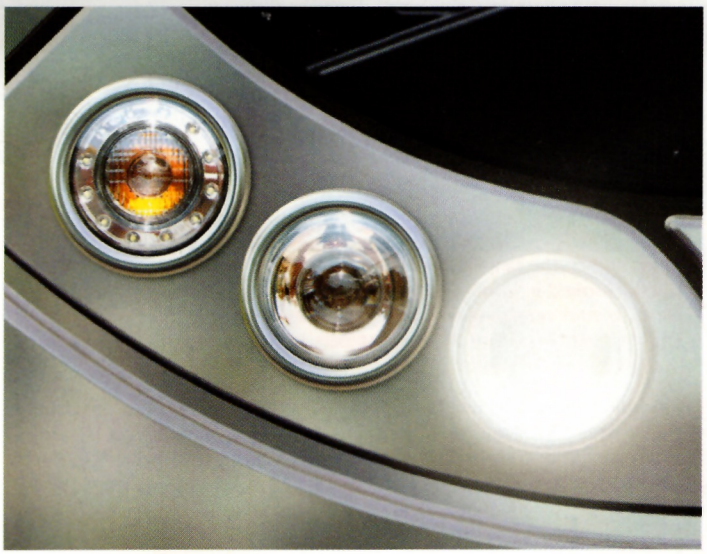

One...

Hyundai displayed three vehicles, the smallest of which was similar to a Toyota Coaster. Their factory in South Korea is nearer to customers in Siberia than most of the plants of Russian Buses.

Another new model was the LiAZ -62XX with a high floor, designed for suburban and limited stop city services. This tri-axle bus was built to an overall length of 14.3 metres and, like the low floor artic, had a Caterpillar engine coupled to a Voith fully automatic gearbox.

Another subsidiary, PAZ, the Pavlovo Automobile Works, South-East of Moscow, builds up to 10-11,000 mid-size buses per annum. Most of the output is of a sturdy multi-purpose range at 6.925 or 8.165 metres overall length. They are seen all over Russia, on local and rural services, as well as schools and works transport. More recently, they have introduced the rear-engined Aurora model at 9.5 or 10.5 metres overall length.

At the exhibition, Russian Buses showed the PAZ -3203. Although described as a small city bus with a front mounted engine, including the option of the 4-cylinder Cummins, it looked more like a coach. PAZ recently developed the -3236, a low entry midibus with an overall length of 7.75 metres, powered by a rear mounted Cummins 4-cylinder engine. It is due to go into volume production shortly.

Two other members of the Russian Buses Group were not present. GolAZ, the Golitsyno Factory, mainly builds coaches. Their top model is the Kruiz, with the choice of Mercedes-Benz or Scania drivetrains. The fourth factory, the Kurgan Bus Plant in Siberia, builds a range of rugged bonneted buses, with various interior options, designed to suit Siberian conditions.

Russian Buses has already eliminated some duplication in model ranges and has also paid attention to style and materials. They have had to take action, because importers have been making their presence felt.

Scania is building city bus

Moscow has the largest fleet of trolleybuses in the world. This old Uritsky looked in good condition, with all its panels intact. There are plans to start renewing the trolleybus fleet with new low floor models. This bus was in one of the main streets about 10.00am, but note the heavy volumes of traffic.

Numerous coaches from the Mercedes-Benz factory in Turkey were noted, including this older but well kept O330. Some of the new O560 Intouro models managed to escape the camera.

How London operators must envy the ability of coach companies to park so near to one of the city's major attractions, St Basil's Cathedral, located at one end of Red Square. This interesting line up consists of an Ikarus 256, a Neoplan Starliner, a Korean-built Kia and a Volvo B12B with Sunsundegui coachwork.

In one of the exhibition halls there were numerous stands offering a wide variety of armaments.

Used Neoplan coaches are also popular in Russia. Because of distances, most tourists arrive by air, therefore substantial numbers of coaches are used on hotel transfers and sightseeing.

These sturdy little PAZ midibuses are used throughout Russia for local services and workers transport. PAZ is now part of the Russian Buses Group.

The Volvo flag flutters bravely above a multiple rocket launcher, one of a number of military vehicles on display outside the exhibition halls.

bodywork in St Petersburg and expects to supply around 250 buses to Russian customers this year. Some OmniCities were seen in Moscow in a bright yellow livery. Mercedes-Benz and MAN are supplying mainly from their Turkish factories, because there is a counter-trade agreement between Turkey and Russia. MAZ has a factory at Minsk in neighbouring Belarus and is starting to supply low floor city buses. Korean coaches were on display at the Show, and there is also increasing competition coming from China, although I saw no evidence of it.

A few years ago, when I last looked at Russian buses, they were, to say the least, utilitarian. Admittedly, they have to be able to stand up to very harsh operating conditions, ranging from the semi-arid deserts of Central Asia to Siberian winters. There is no doubt that RusAvtoProm has made considerable strides in styling, rationalisation of production facilities, the optional availability of Western drivelines, and interior finishing and fittings. They are already exporting to a number of developing countries, but they are nothing like the threat of the leading Chinese manufacturers in global markets.

By Doug Jack

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Islay Coaches

The most southerly of the Hebridean islands, Islay is home to 4000 inhabitants scattered over nearly 200 square miles. Alongside tourism, seven whisky distilleries provide the principal employment. The island's bus service provides a vital service to islanders and tourists alike, linking with the ferry services to the Kintyre peninsula on the mainland. David Cole recently visited the island and took time out to meet up with the Mundell family, founders and proprietors of main service provider Islay Coaches, to discuss the challenges of island operation. Islay Coaches is a trading name of B Mundall Ltd whose registered office is at the Tarbert premises of the related road haulage business. Ben Mundall, current managing director is based in Tarbert so parents James and Kath (currently Company Secretary) were on hand at their sub-depot in the picturesque village of Portnahaven to explain their founding of the coach operation.

The 2004 Mercedes Benz Vario arrives in Bowmore ready to join the mass departure from Islay High School at 1535.

Heading up Bowmore's main street, one of the Duple 300 bodied Dennis Javelins heads for the south of the island on the afternoon school run.

History

The green painted Mundell lorries have been a feature of Islay for several generations. Diversification into buses came eighteen years ago when the tendering of the islands services coincided with resource availability from a downturn in the whisky trade. A successful tender was submitted and a fleet of Bedford and Leyland vehicles acquired, including two from Western SMT who had provided the islands service for the previous seven years. Western SMT had replaced Maroner Coaches whose licence was revoked for poor maintenance standards. For a very short period in 1979, Strathclyde PTE, under whose aegis the island fell following local government re-organisation, operated services directly with a fleet including new Leyland Nationals in dealer white. A number of bus stops still carry the PTE logo!

Kath chose the livery of white with "Mundell" green relief and Islay Coaches scroll, to which the seabird motif and vehicle name have been added. The company has been successful on each re-tendering, normally for three years, although the current contract with Argyll and Bute is for five years with a commitment to modernisation of the front line vehicles.

Operations

Two buses provide the principle summer daytime service linking Islay's administrative centre at Bowmore with Port Ellen in the south, Port Askaig in the north and Portnahaven in the west. Services are timed to link with ferry movements and also run to Port Ellen and Port Askaig on Sundays, requiring one bus. Additional services are provided on Wednesday evenings to link with the weekly ferry from Colonsay.

School transport is the main occupation of the fleet, requiring three additional full size vehicles on morning and evening runs to Islay High School in Bowmore. One of the service buses also provides the link to the primary school for the north of the island at Keills, the afternoon journey complicated by the arrival of the ferry at Port Askaig at the same time as school finishes.

Private hire provides some additional utilisation with vehicles being hired for wedding

At 1535, four services depart from road outside the island's High School at Bowmore. One of the Duple 300 bodied Volvo B10Ms leads the convoy, with a similarly bodied Dennis Javelin behind.

On a rather grey morning for the second sunniest island in the UK, one of the Volvo B10Ms heads along the seafront in Port Ellen to start the school run from Ardbeg, a distillery village three miles further east.

Inside one of the Volvo B10Ms with 3+2 seating installed by Blackpool Trim Shops in the Duple 300 bodywork.

The Postbus turns outside Bowmore Post Office on completion of its service runs.

parties and occasional visits by cruise liners. Coach tours of the island were once offered but, unlike Arran or Mull, the island's remoteness and ferry timings limit the opportunity for the day visitors to whom the tour would most appeal.

Problems have primarily been experienced with the air suspension system requiring a return to the mainland for physical work and subsequent island visit by the Mercedes-Benz technician for software changes. Purchase of a further Vario is being considered in advance of the 2005 legislation changes.

Full size vehicles all carry the relatively rare Duple 300 bus body and date from the late 1980s. Two Dennis Javelins, one of which was a former demonstration vehicle, provide 53 conventional seats whilst the two Volvo B10Ms, from the Hutchinson of Overtown fleet, have been re-seated by Blackpool trim shops to provide 69 seats in 3+2 formation specifically for school duties. The standard of vehicle presentation is high and the company experiences limited vandalism on school runs, which is dealt with via the school.

Challenges

The need to provide drivers for two short periods on school days only is a major challenge in the island environment. Islay Coaches have overcome this by multi-skilling staff from the road haulage fleet and managing the complexities of working hours this may create. The workforce is ageing, lack of work in the 1980s and early 1990s meant most young people left the island for opportunities elsewhere. This exodus has largely stopped and a number of younger staff have been recruited. A comprehensive training sees them gain PCV, HGV and hazardous goods qualifications. Training is done in conjunction with Ritches Training in Glasgow and testing is normally carried out on the mainland, although examiners have been to the

Named 'Maid of Bowmore' this Caetano shows the use of coaches in an earlier era.

A Mercedes Benz Vario freshly washed outside the modern small sub-depot at Portnahaven.

Fleet

The current fleet consists of six vehicles. The front line vehicles are two Plaxton Beaver 2 bodied Mercedes- Benz Varios bought new in 2000 and 2004. The first one proved to be a very reliable addition to the fleet but the latest delivery has yet to attain the same reliability.

island on occasions.

Pay rates are relatively high to match competition from the whisky industry, which has enjoyed a revival, and to account for the relatively high cost of living on Islay.

Routine maintenance is undertaken at the main depot shared with goods vehicles just outside Port Askaig. Most of the fleet is kept here overnight although one of the Varios is outstationed at the modern one-bus depot in Portnahaven. Planning permission for the latter was initially refused but a resubmission to include it as part of a development with a new family home proved successful. Given the salt laden atmosphere blown in from the Atlantic, garaging of the vehicle here is important to minimise corrosion. Vehicle testing is carried out on the island with 3 or 4 visits from the examiners each year, normally in school holidays and covering the vehicles of Islay Coaches, the Post Office and the island's taxi operators.

The older Plaxton Beaver waiting for incoming passengers alongside the ferry ramp at Port Ellen.

The new Beaver heads up Bowmore's main street.

The unreliable electric powered MCW Metrorider community bus stands in a parking area north of Bowmore. The Waverider branding promotes its use of green power from the island's wave powered generator station.

The island has a well developed road network with few stretches of single track with passing places on the bus routes. The main road from Bowmore to Port Ellen is however built on peat and, although dead straight, suffers from severe undulation which takes its toll on vehicles. Anti roll bar bushes need changing around every 30,000 miles and the leaf springs on the Javelins often have short lives. Spare parts do not present a problem, providing they are available on the mainland, since some 10 crossings to or from the mainland per day are made by Mundell vehicles.

Fuel is currently delivered by coastal ship to a small depot next to Bruichladdich pier from where it is distributed to depots and filling stations. Changes in the design regulations for such ships may lead to their replacement by road tankers carried on off-peak ferry services, either way a cost increase is likely.

Competition

With all services being tendered by Argyll and Bute Council, there is no bus service competition on the island. The Post Office operates a seven seat postbus on two return journeys which enhance the frequency of the Port Ellen to Portnahaven service and there are a number of taxi operators with small minibuses available for hire. The IDEAS day centre for the disabled has a lift equipped minibus. A vehicle was donated for community use following the opening of a wave powered electricity generating station on the west coast. The twelve year old electric powered MCW Metrorider, once used in Oxford, has however proved unreliable and problems currently exist with access to the charging station.

Islay Coaches enjoy good relations on the island and with the nearest mainland operator, West Coast Motors in Campbeltown.

The Future

Bus operations on Islay have seen limited change over the years, adapting to changing school requirements and ferry timings. This situation would appear likely to continue into the future, given also that the island's population has stabilised and more visitors are being attracted to the distilleries. James Mundell sees the Varios as the right size for the regular operation, hence consideration of a further new purchase. The road conditions would appear to rule out low floor vehicles at the present time.

By David Cole

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PLAXTON

Bluebird AV-Trailertech – success through diversity

As home to Plaxton's since 1961, Eastfield in Scarborough is a location with a solid coachbuilding pedigree. The slimmed down Plaxton operation of today, with many of its components bought in and supplied to the lines on a just in time basis, requires much less space than the vast site provides and the company with the newly restored castle logo has become one of the occupiers of what is now an industrial estate. The buildings Plaxton does not use remain in situ and several are now occupied by other companies within the industry.

Beyond the showroom area, which is now occupied by Sunblinds, is a factory unit that many readers will remember visiting on trips to collect new vehicles. I went there to collect demonstrators on behalf of Leyland, among them the first Leyland Tiger. It now houses a very different though not unconnected operation as it is the base of two linked companies, Bluebird Accessible Vehicles Ltd and Trailertech Services Ltd.

The name Bluebird is significant and links to the former incumbents - Blue Bird UK, the Henlys operation which used the site, following the setting up of TransBus International, for developing the a low floor bus project for the USA. With that work complete they decided to close the operation down.

Rob Miller (right) and Gary Robinson of Bluebird Accessible Vehicles/Trailertech with the prototype VW T5 minibus.

Bluebird AV and Trailertech are the brainchild's of Rob Miller and Gary Robinson, late of Rohill Bodies, together with David Moore. There is a fourth non Executive Director, Peter van den Broek but he is not involved with the day to day operation of the businesses.

When Gary and Rob left Rohill (having made an abortive attempt to arrange a management buy out of the company) they decided to start up on their own. From the outset they planned to run a diverse operation with two or three core business strands, so that the company would not be dependent solely on one product area and thus seriously affected by fluctuations in that business. The company was also designed to use the partners' skills to the full.

One of the strands was to be the servicing and refurbishment of high value mobile medical units. This was a field of expertise for Rob Miller and David Moore. Second was to be the conversion of commercial vehicles for libraries, mobile shops and the like using Gary's expertise in this field and a third strand involved introducing a range of wheelchair accessible minibuses - an obvious line of development with Rob and Gary's background. In addition, the company has also established further strands in the form of coach renovation work and a service contract for the medical trailers - this harnessing the specialist expertise of David Moore and John Randerson, the Workshop Manager.

The skilled technicians at Bluebird AV are producing all the jigs and tools for the production of the new T5 minibus and other designs in the pipeline.

When Gary and Rob began looking around for a suitable site to start their new business, they were approached by Henlys former Blue Bird UK team about the now defunct Blue Bird operation at Scarborough. A deal was struck with Henlys whereby they took over part of the building but with an option allowing them to expand into other areas in the future. It began operating in January of this year and the fact that they are about to expand into the available space after so short a time shows how rapid the growth of this remarkable outfit has been. Not only were they able to secure the single span production facility, it came complete with a spray paint facility and baking oven able to take full size vehicles, offices, specialist tools and jigs and workshop equipment. It even included up to date CADCAM computer equipment though, sadly, not the software. An advantageous purchase price meant that last problem was easily solved and the company now has full CADCAM with finite element analysis on board.

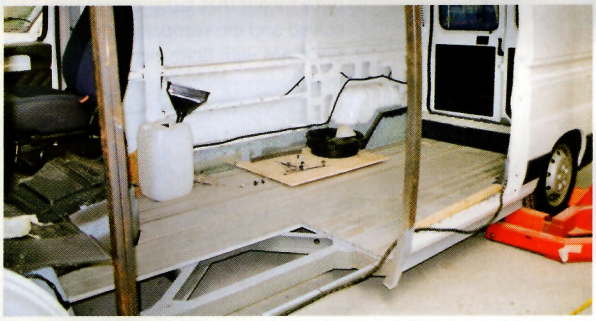
A benefit of the location was that a pool of highly skilled people, including designers, engineers, body technicians, electricians and mechanics, could be quickly appointed. The company is already employing 23 of the former Blue Bird workforce and more are re-joining on a regular basis as the company grows. John nderson, who handles recruitment for the production area, says that he has a list of former employees and all it takes is a phone call and they join the band. Interestingly, the company operates a very democratic system. There are no demarcation lines, staff are expected to work across the company's various operations as demand dictates. Fearful of the previous history of such situations, which bedevilled companies like Plaxton in the past, the new company determined right from the outset to avoid such divisive situations. Staff are fully involved in the recruitment operation, determining just what skills are needed and, in many cases, who should be offered the job.

Medical Trailers

Specialist medical trailers cost upwards of £350,000 each, making them highly expensive pieces of equipment, and therefore have to be in operation many hours a day to repay the cost of their construction. They range from mobile dental surgeries, mobile MRI and CT scanners, up to full mobile operating theatres and are packed with sophisticated and expensive equipment. At Scarborough, Trailertech carries out the full refurbishment both internally and externally of these units.

The prototype VW T5 complete vehicle is about to begin receiving its panelling.

When I visited there were three trailers being worked on with another two waiting to move into the line. Typical of the work being done was the complete replacement of the trailer axles and suspension systems with new, more advanced, units. Trailertech had designed and tested the conversion and was now sourcing and fitting the components. Other units were having a total refurbishment carried out within the vehicle including the fitting of new equipment; in this case a Cardiac Catheterisation laboratory. Typifying the staff's approach were the company's two electricians, who specialise in this work. They attended night school at their own expense, to train up on the complex three phase systems employed on the units.



Fiat Ducato based Migro with the lowered floor to achieve direct wheelchair access.

The company also operates a 24/7/365 service operation for the trailers with mobile engineers ready at any time to go and deal with any problems. This is a key part of the service offered because any delay in the units being available for work has massive knock-on effects. Cancelled procedures incur cost for both the operators and the NHS. If one unit is out of action for a day it costs in the region of £5000.

Vehicle Renovation

This aspect of the business came almost by chance. The company was asked if it could help Henry Cooper with the completion of some part finished vehicles he had bought from TransBus. That lead to requests from other people and now the company is fully set up for this type of work. They can carry out full refurbishment of buses and coaches both mechanically and from a bodywork standpoint. With the background of their staff, all of which are ex Blue Bird or Plaxton, or both, such work was easy for the company to take on. A regular contract refurbishing pre-owned vehicles has now been taken on for EvoBus UK. Two Volvo Plaxtons were being worked on whilst I was there.

Engineering

With its full computer design system and skilled staff the company is providing a design and structure service, not only for its own operations, but also for outside clients. John Karetynk heads up this capability with David Axcell on chassis design, Steve Parker on body and structure and Tony Hepples in charge of the CAD system. The group not only designs complete vehicle chassis and structures, it also develops all the special jigs and tools for the production area with a ready skilled workforce on the floor able to adapt those designs into hard metal.

This trailer is being fitted with new axles and suspension.

Accessible buses

Bluebird AV showed its first accessible bus at the Mobility Roadshow at Donington earlier this year. It was developed in Holland by B-Style using a Fiat Ducato front end. The Migro provides seating for 11 and has a direct access facility for wheelchair passengers. Bluebird AV has already sold the first vehicles, following the necessary testing and certification of the prototype, and I saw these in build. Initially the vehicle structures are being produced in Holland and finished at Scarborough but progressively all manufacturing will be carried out at Scarborough.

The prototype body and chassis structure is about to be married to the T5 chassis(right). The vehicle will then be going to Millbrook for testing.

The company's next project was to develop a similar vehicle on the new VW T5 base. This will provide a capacity of 14 seated passengers plus the direct wheelchair access. The T5 is being acclaimed as one of the most advanced structures in the market and with its wide range of power options should prove popular. Bluebird AV sever the T5 behind the cab and then attaches their own design of chassis and body structure to it. This was designed, developed and produced in house and includes their own design of rear axle suspension. A trailing link design with widely

The prototype VW T5 has the front cladding panels tried for size.

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Coach renovation both body and mechanical is undertaken by AV Bluebird. These vehicles are being worked on for EvoBus UK.

The Migro based on Fiat Ducato running units can seat eleven passengers and is also directly wheelchair accessible.

spaced air bellows and shock absorbers, this axle unit should therefore give exceptional ride and stability for this class of vehicle. When I was there VW had just provided a T5 chassis cab, which was being married to the pre-built structure prior to it heading off to Millbrook for testing.

These medical trailers are worth up to £350,000 each. Trailertech have a contract to renovate and upgrade them.

In another area, the first complete prototype vehicle was being fitted with body panels and cladding. Both the cladding and floor are interesting materials. The floor is a composite substance, which is extremely dense but very light. Pull tests have shown that it can withstand full pull testing without problems.

The new VW T5 minibus was designed in-house using the CADCAM system.

The body sides are to be clad in a composite material consisting of aluminium sheeting around a central fibre core. It is light and also has excellent insulation properties.

Bonded flush glazing and smooth panelling should result in a very sleek vehicle.

The first of the T5's is due to be exhibited at the CTE show in Manchester in November and will certainly raise a few eyebrows.

The company is not sitting back though; it also has another prototype on the drawing board, this time a sixteen seat version, which will use a Renault Master front end.

The chassis and body structure for this vehicle, developed from the T5, is already in production.

Bluebird AV is working closely with both Renault and VW, in the development of these buses. An idea of how the company and its expertise are regarded can be judged from the fact that VW have supplied the development vehicles free of charge.

They have also been approached by Renault VI to discuss the possibilities of converting the new Mascott van (which is known as a Renault Master RWD if it comes from the car side of Renault).

Management structure

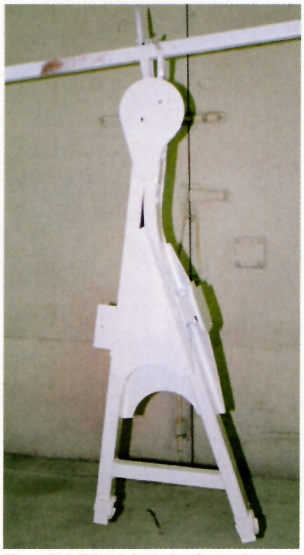
Rob Miller is Managing Director of the company but all the management team use their areas of expertise to work together. Gary heads up sales and looks after commercial vehicle conversions himself, whilst Rob Miller deals with the medical side and Darren Brooke, again late of Rohill (but only briefly, and before that on the Optare Alero team) looks after sales of the minibuses. The lines are not hard and fast and each man can work in the other's fields.

Production is handled by John Randerson, with Colin Stone on Manufacturing Engineering. The staff of 10 technicians and two electricians is increasing on a regular basis.

Trevor Pickering looks after purchasing and Karen Sutton looks after accounts.

After care

All the partners are passionate about after care and they believe this is one of the big failings of the current minibus market. They are determined that they will provide a full back-up service for their customers and are putting that in place before the first vehicles are delivered. They have a head start through having established the round the clock back up system for the medical trailers. The aim is to have all their service personnel fully trained up on all products and able to respond quickly. David Moore is responsible for this area and also transport. He already has Arthur Brown operating in the South and will shortly have another engineer in the north as well as two mobile engineers on the road.



The AV Bluebird designed trailing link suspension arms which each support a wide spaced air spring and shock absorber.

Conclusion

These are exciting times in the minibus market as more directly wheelchair accessible minibuses enter the scene. The management of Bluebird AV/Trailertech has a proven track record and having been to see the way they are approaching the business I am convinced that this is an organisation to be watched. I can't wait to get my hands on the new T5 which will I think raise more than a few eyebrows.

By Rob Orchard

new horizons

new product

new approach

new era

New Horizons promises a **new** approach and a **new** era for Britain's biggest bus manufacturer.

Alexander Dennis has embarked on a multi-million investment programme that will usher in a **new** generation of vehicles and a radical **new** approach to aftermarket support.

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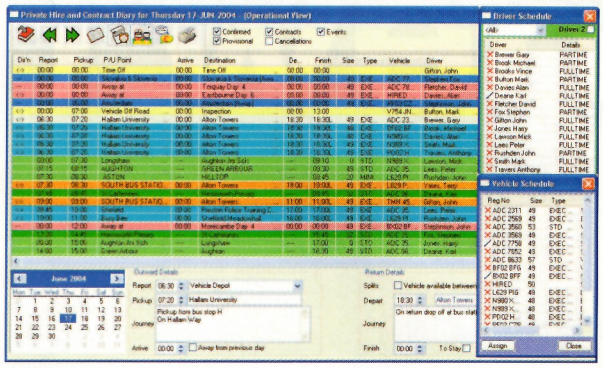
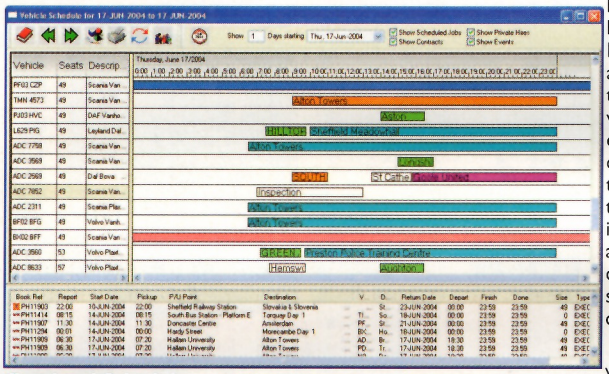
Roeville Computer Systems



WebRes Internet Booking System.

Integrated Reservations Suite for Coach and Tour Operators

South Yorkshire based Roeville Computer Systems is promoting it's integrated suite of reservation systems designed to fit the needs of coach and tour operators of all sizes. The suite includes PH2000xp, the well established coach hire and contract booking package, Tours 2000 - the highly acclaimed passenger reservations system - and now joined by WebRes.Net - the internet portal with e-commerce holiday sales and instant ticketing.



Graphical Scheduler.

"The benefits of using Roeville solutions are soon apparent to clients" says John Roe, the company's founder and Managing Director. "Our software packages are feature rich, flexible, scaleable and extremely easy to use. They are all backed by a dedicated support team, offering a courteous telephone helpline six days a week." A major benefit of Roeville software is the very low total cost of ownership, with a consistent development, support and upgrade policy. "We are not in the business of selling a bare bones system then charging extra for every new feature. We believe our policy offers the best possible long term cost/feature benefit for all our users."

"The latest release of PH2000xp has had a very warm welcome indeed from all those operators who have already upgraded." says John Roe. The new version includes a collection of exciting new features plus enhancements to many traditional areas of the program, and it is available as a free upgrade to all customers on the PH2000 support programme.

Among the many new features and improvements in PH2000xp are:

- User configurable diary pages with colour coded jobs, contracts and events.
- Coach hire quotations diary
- New graphical scheduler for vehicle and driver allocations
- Integrated word processing for client letters and mailings
- Permanent document archive
- Customer activity graphs
- Enhanced sales ledger with additional financial reports

Roeville also have excellent news for coach tour operators with WebRes.net, the first off-the-peg E-commerce internet solution available at a price affordable by even the smallest coach tour operator. WebRes.net interfaces seamlessly with the company's popular Tours 2000 reservations and inventory management system to provide a truly automated booking, electronic funds handling and email ticketing service.

The system is based on the same easy-to-use model as used to such dramatic effect by the budget airline industry. "On line booking is here to stay" says John Roe. "The example of low cost airlines should be a clear indication to coach tour operators of the value of Internet Booking." He explained "Silver Surfers are the consumers most pre-disposed to take a coach holiday. They have the time and money, and an ever-increasing number have internet access. These people are comfortable with armchair shopping and are a ripe market for coach tour operators."

Webres.net is an Internet Portal which is individually configured for each tour operator. The graphical and itinerary content is maintained by the operators own staff, with the departure dates and prices being provided by the back-end Tours 2000 Reservation system. When the end-user chooses to make a booking, Webres.net starts a secure 'order pipeline' which remotely interrogates the live Tours 2000 system for split-second seating, accommodation, pickup and pricing information. It then guides the user through a sequence of easy to follow steps, including an optional (and very smart) graphical seat picker, plus an entry screen for card payment information.

The user can review and amend the details of the booking before making a purchase commitment, at which point the system checks the users available funds, reserves the holiday and confirms the transfer of the funds into the tour operators merchant account. The user can then print a confirmation/ticket from the booking confirmation page, as well as receiving an instant automatic booking confirmation by email.

An added benefit to Webres.Net has been the introduction of a Travel Agent Booking feature to enable any authorised agent to make and review bookings over the internet. This enables coach tour operators to roll out their products through the full travel agent channel and enjoy the same instant booking and staff saving benefits as the major players. All this is achieved without the massive expense of subscribing to the traditional text-terminal networks.

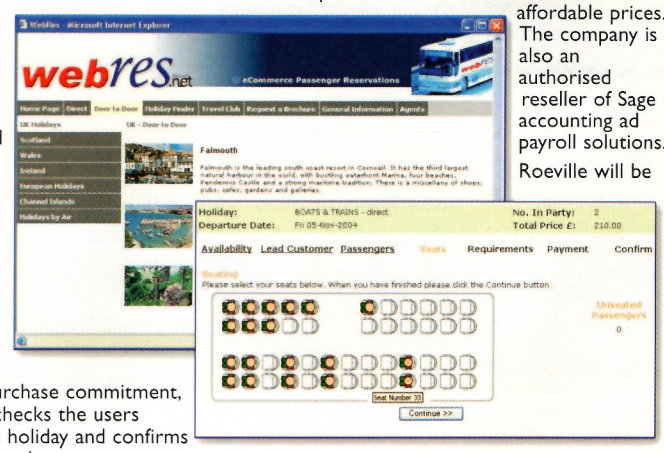
Webres.Net is soon to have features for the coach operations too, with a new quotations 'plug in' linking directly into PH2000xp's existing quotations system. Roeville are also developing technologies to link their reservation products to wireless hand-held devices so that drivers and tour managers can have the most up-to date information pushed out to them in real time.

WebRes.net is hosted on Roeville's own high performance servers located in a secure data centre, and is supplied on a rental basis which includes web hosting, data backup, Commidea ICP E-commerce channel, Tours 2000 Service Module and comprehensive helpline support all for a modest fixed monthly fee.

"A benefit of our association with Commidea, one of the country's leading Funds Handling System suppliers, is that the same funds processing channels can be shared by both WebRes.Net and Tours 2000" says John Roe. "Both products are e-commerce approved and either Tours 2000's dial up authorisation or Webres.Net's XML Web Service can be used interchangeably by both products. This is an enormous cost benefit to what was traditionally a prohibitively expensive process."

Roeville Computer Systems is a one-stop shop supplying computer workstations, file servers, networks, printers and broadband solutions at affordable prices. The company is also an authorised reseller of Sage accounting ad payroll solutions.

Roeville will be demonstrating the full reservations suite at Coach & Bus 2004 at the NEC from the 2nd to 4th November. Further details of the products are available at www.roeville.com and Webres.Net can be put through its paces at any time on the dedicated demonstration site at www.resdemo.com. Alternatively call the sales team on 01302 841333 to arrange a full no-obligation demonstration.



Coach Hire Diary.

Lathalmond Guy Utility completed

When Bus and Coach Buyer visited the 2003 event at the Scottish Bus Museum, Lathalmond, restoration work was seen taking place on a "utility" Guy Arab double-decker. By the 2004 event, the vehicle was finished and in service for visitors. The vehicle has been completed as a generic example of a late world war two bus, one of the large number built from basic materials to a minimal Ministry of Supply approved design. Slow and uncomfortable, with wooden seats and a single skin roof, the Guy Arab proved to be a rugged tool when vehicles were desperately needed to keep the nation's war effort on the move.

The Lathalmond Guy Arab has been assembled from components sourced throughout the UK. The Guy chassis started life in the Plymouth municipal fleet before moving to an Essex independent and subsequently losing it's body to become a farm lorry. The Duple body started life on a Daimler chassis in Northampton and patterns for internal components such as the wooden seats were found in various remote places. Fully rebuilt, the bus carries the wartime battleship grey livery with white visibility markings.

A ride to Dunfermline and back proved an interesting experience. On a warm afternoon, conditions upstairs were somewhat sticky, although the wooden slatted seats were not too uncomfortable. Performance from the Gardner 5LW engine and manual gearbox was, as expected, less than sparkling with speeds dropping to single figures on the climb out of Dunfermline town. An experience not to be missed though.

For those who haven't been, the Scottish Vintage Bus Museum at Lathalmond, north of Dunfermline can be reached by taking the B914 west for approx 1.5 miles from Junction 4 on the M90 and then following the B915 for 0.5 miles.

The Museum's own website is http://www.busweb.co.uk/svbm/ and the http://www.fifeattractions.com/pages/location.asp?loc_id=1234540 website is also particularly informative and includes all opening details.

By David Cole

Greater Manchester Museum of Transport and the Trans-Lancs Rally

One of the country's leading road transport museums, the Greater Manchester Museum of Transport, celebrated 25 years of opening to the public during 2004. The museum premises in Boyle Street, Manchester was that city's first motor bus depot, built in the 1920s at the rear of Queens Road tram depot.

Standing in front of the ample entrance doors to the main exhibition hall is a Manchester Leyland PD2 with semi-streamlined Metro-Cammell body. The rear platform is suspended from the body resulting in small windows at the rear to provide space for additional strengthening.

One of the most modern exhibits seen inside the main exhibition hall alongside a 1930s Salford AEC Regent, is a GM buses MCW Metrorider representing the first generation of purpose built minibuses developed following deregulation.

Early motorbuses are represented by this Leyland G7 displayed in the colours of Yorkshire border town, Todmorden.

The latter is still used today as a bus depot by First, having survived a number of relocation proposals. David Cole recently visited the museum for Bus and Coach Buyer, meeting up with Greater

Buses and other assorted artefacts at the museum.

The oldest exhibit in the museum is an 1890 horse bus once used on services along Manchester's Palatine Road.

Manchester Transport Society (GMTS) Committee member Chris Lonegan to find out more about the museum's activities and future plans.

The Greater Manchester Transport Museum is

Half cabs and wheelnut rings: the signs of a bygone era.

The museum's collection includes an ex London Routemaster, numerically the one which was demonstrated to Manchester in 1963, here on the free bus service to Heaton Park.

During event days, vehicles are displayed on the museum frontage and take turns on the free service to the city centre. A turning loop has been provided for this as part of local traffic calming measures. A Stockport Leyland PD3, one of the last conventional half-cab open rear entrance double-deckers built, stands alongside a Leigh AEC Renown.

Mainly municipal rears from the museum collection line up in Heaton Park: Stockport, North Western, Manchester and Salford.

Early arrivals at Heaton Park: The mould breaking (1960s style) Liverpool Leyland Atlantean, seen manoeuvring in front of the Travel West Midlands Dennis Trident entered by the Yardley Wood Bus Group.

Blue Bus displayed one of the relatively rare VDL-Ikarus low floor single deckers.

owned by the Greater Manchester Passenger Transport Executive (GMPTE), operated by GMTS and overseen by a Museum Trust consisting of members of both groups, together with the Greater Manchester Passenger Transport Authority. GMTS has charity status and raises funds for the day to day operation of the museum and vehicle restoration. GMPTE maintains the fabric of the building, particular issues being the glass roof and drainage system, but provides no resources to support the museum's activities. Being located in inner-ring Manchester, the building does suffer occasionally from minor vandalism although, in Chris' view, overall security is as good as anywhere. The premises consist of two exhibition halls, both of which have good vehicle access, an adjacent workshop area plus a shop and an excellent cafÈ. Non-mobile exhibits, such as the mock up of a Metrolink tram, are arranged at the sides of the halls together with smaller artefacts and photo displays, ensuring maximum flexibility of the remaining space.

The core of the museum's collection was identified and set aside by SELNEC PTE in the early 1970s. Subsequently these exhibits have been joined by donations from various sources and vehicles owned by some of the 260 individual GMTS members, among them Chris's own ex-Manchester Leyland Panther Cub. The collection currently stands at around 90 vehicles of which 78 are on display in the museum ranging from an 1890 horsebus to the latest addition, a 1994 Mercedes 609D from the GMPTE Ring and Ride operation. Alongside mainstream vehicles from one-time local municipal and BET operators is a selection of exotica including the only Atkinson double-decker ever built (for the Stalybridge, Hyde, Mossley and Dukinfield Transport and Electricity Board) and two battery powered Seddon vehicles trialled in Manchester in the 1970s. 80% of vehicles are restored to running

A general view of the Trans Lancs rally site on the Papal Field, Heaton Park, named in commemoration of the visit by Pope John-Paul in the 1980s.

order; of which between 20 and 25 will carry current class 5 MOT certificates for use outside of the museum. In a recent trial, Chris's Panther Cub has been tested successfully to class 6 MOT standard, following the procurement of a Certificate of Initial Fitness. It was not an easy task sourcing the required data for a vehicle nearly 40 years old. Fortunately, the Museum also has a significant archive. The move to class 6 is seen as a positive step in the museum's quality assurance process for vehicles used on the free services to Manchester Victoria station and elsewhere on event days. GMTS has no intention of operating fare paying services and makes no request for donations to support the free services.

Registration wise, the newest bus present was this Caetano bodied Dennis Dart SLF which had entered service the previous week with Bu-Val in Littleborough carrying 54 plates.

Chris was clear that the museum cannot stand still and needs to expand into the future. A business plan has been produced identifying a number of options on activities and location, taking into account the growing demands of visitors, opportunities from the growing conference location market and increases in scope. Just in terms of the timescale the Museum covers, the scope has grown 30% since the site was first opened. However, it is the most recent period that has seen the greatest change and innovation. Options include moving into the adjacent First depot, if and when First relocates, moving to another depot location in Greater Manchester or securing purpose built premises in a redevelopment area. Although developers would be keen on the latter option, funding is a major issue and the lessons of Transperience, Bradford are still fresh in peoples' minds.

Meetings have been held with a number of bodies, but particularly the National Lottery Heritage Fund to establish possible funding levels. These meetings, involving other leading preservation groups in the north-west appear to have established that only one site, if any, would be supported and funding levels would appear to rule out purpose build. The preferred option is next door at Queens Road although timing is very much in First's hands. The plan would see the depot fully refurbished and visitor facilities constructed before any vehicles are moved in, retaining the existing site in the interim and enabling a grand reopening ceremony to take place.

Stagecoach's display included a Transbus Enviro 300. This bus was evaluated in B&CB Issue 706, 21 March 2003.

The Mancunian design set the trend for rear engine double-deckers when launched in the late 1960s. An example on Daimler Fleetline chassis has been restored in GMPTE livery.

The Greater Manchester Transport Society is no stranger to staging major events. Each year a number of themed weekends are staged and the first Sunday in September is devoted to a key off-site event, the annual Trans Lancs Rally. In its current form the Trans Lancs consists of a vehicle parade from the museum around the streets of north Manchester to the Papal Fields rally site in Heaton Park. Here the parade joins other members of the museum collection and visiting vehicles, which have arrived earlier in the day. All types of road vehicles are included, from motor cycles to steam traction engines although the buses, both old and new, take centre stage. The location in Heaton Park provides many further attractions close by, including a fun-fair, boating on the lake, the museum tramway, the animal centre and, not least, the house and garden which are currently under restoration.

This year's Trans Lancs was once again bathed in sunshine, drawing a large crowd and a good selection of buses, mainly from the north-west but a few from further afield. The major groups active in Manchester; First, Stagecoach and Arriva all provided examples of their latest or more unusual vehicles whilst an interesting selection of vehicles were displayed by local independents. Low floor service buses dominated the modern vehicle display although there was more of a balance between buses and coaches in the preserved vehicle display.

The oldest bus at Heaton Park was this 1932 Commer carrying a body built in 1929. It operated for a small Derbyshire independent until 1947, most of the time for only two days per week, resulting in a recorded mileage of less than 40,000. Stored in a barn after 1947, 35 years of restoration work has recently been completed.

The next event in the GMMT calendar is the "Big Orange" event on 9/10 October, a celebration of a number of anniversaries associated with the orange SELNEC, GMPTE and GM buses eras in Manchester. Further details are available at www.BIGORANGE.org.uk or by contacting the museum at Boyle Street, Cheetham, Manchester, M8 8UW, telephone 0161-205-1082.

Fishwick's current fleet is dominated by low floor saloons. A previous era is represented by a lowbridge MCW bodied Leyland PD2.

By David Cole

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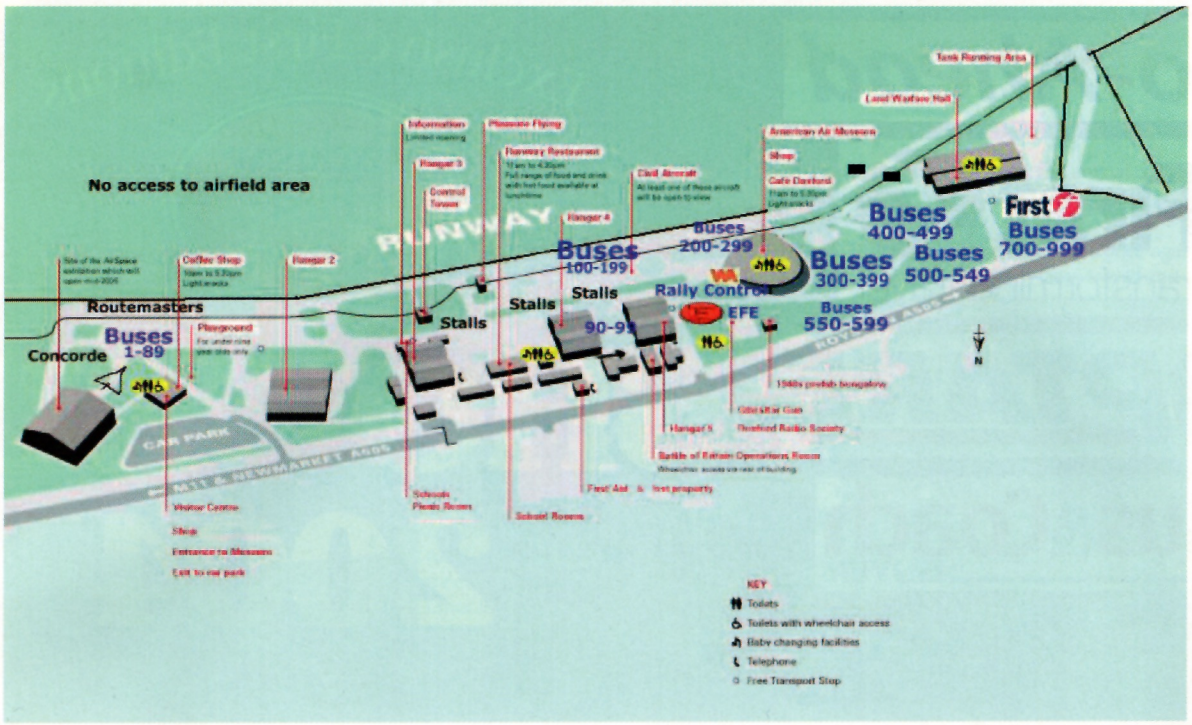
SHOWBUS 2004

Duxford Cambridgeshire

SOUVENIR PROGRAMME
WITH LIST OF RALLY ENTRANTS
SUNDAY 26 SEPTEMBER 2004

Wallace Arnold *Red Rose* *Motts Travel*



RALLY TIMETABLE

08.00	Duxford Site opens
09.00	Trumpington site opens
11.00	Judging starts
11.00	On-site shuttle starts operating
11.30	Routemaster Gold Run commences
11.45	Routemaster procession expected at Duxford
12.00	Concorde & Routemaster photo call
12.00	Duxford Village Tours start, book at Rally Control
14.30	Final call for judges
15.45	Prize Presentation in front of Rally Control by David Leeder
16.00	Free bus to Cambridge from Museum entrance
16.15	Last Duxford Tour departs
16.30	On site shuttle finishes
17.00	Free bus to Cambridge from Museum entrance
17.00	Rally disperses
18.00	Last free bus to Cambridge from Museum entrance

SHOWBUS COMMITTEE

Martin Isles, Bob Passaway, Dave Reid

Stallholders:	Bob Passaway
Parking Reception:	Martin Isles
Chief Steward:	Chaz Nicholson
Rally Control:	Mark Howgego & Dave Reid
Chief Judge:	John Wilson
Judges Liaison:	Andrew & David Reid
Marshals:	Peter Brown, Graham Nash, Jamie Gunn, Nigel Diplock, Liz Chubb, Alan J Piatt, Mike Dovey, Christopher Dovey and Thomas Dovey.
Judges:	Andrew Reid, Tim Fowles, David Bloomfield, Steven Lowe, John Wood, Steven Knight, Ray Noble, Barbara Noble, Peter Blanchard, John Taylor, Alan Piatt, Richard Smith, Graham Nash, Stewart Lilly, Tony Freeman, John Norton, Tony Reed, Don Allmey, Janet Daintree.

DUXFORD TOURS 2004

Book your Tour of Duxford village at Rally Control - ONLY £1 a Trip!
Tours depart from the Bus Station opposite the American Air Museum.

Time	Vehicle
1200	283 Ribble Vehicle Preservation Trust NCK338J 1971 Bristol RESL6L ECW B47F Ribble 338
1215	284 Eastern Transport Collection Society 5789AH
1959	Bristol MW5G ECW C39F Eastern Counties LS789
1230	285 Dennis Salter FFL138V 1980 Bedford YRQ Duple C45F
1245	286 Miss Jane Dicker RPU869M 1974 Bristol RELH6G ECW C47F Eastern Counties RE869
1300	287 Dr Michael Walker OHY938 1952 Bristol KSW6B ECW L55RD Bath Services L8089
1315	288 Charlton Services OXI9100 1984 Leyland Royal Tiger Plaxton C53F Charlton Services
1330	289 Stowmarket Minibus Hire RGV699W 1981 Bedford YMT Duple C53F Stowmarket
1345	277 Stagecoach East JAH553D 1966 Bristol FLF6G ECW H70F
1400	1 First Aberdeen (Bill Law) RG1173 1930 Albion PM28 Walker B 31 R Aberdeen Corporation 79
1415	292 Stowmarket Minibus Hire WPX448 1984 Bedford YNT Plaxton C53F Stowmarket
1430	239 2489 Group JOJ489 1950 Crossley DD42/6 Crossley H 54 R Birmingham City Transport 2489
1445	294 Andrews Coaches MSJ385P 1976 Seddon Pennine VII Alexander DP41D Andrews Coaches SP1
1500	295 Stowmarket Minibus Hire KUI2762 1991 Scania K113 Plaxton C53F Stowmarket
1515	278 Stagecoach East JAH552D 1966 Bristol FLF6G ECW O70F (entry 277 if wet!)
1530	276 Eastbond Travel N602EEV 1996 Neoplan Cityliner N116 Neoplan C50F Eastbond Travel
1545	298 Lilac Leopard Gang EXI6301 1980 Leyland Leopard Duple C53F Transit Express 7
1600	299 Gifford Transport Group GSX121N 1975 Bedford YRT Alexander B53F Lothian 121
1615	293 Stowmarket Minibus Hire E460MSE 1988 Bedford YNV Plaxton C57F Stowmarket

This list is for indication only as some vehicles may not be available on the day but others will be substituted in their place.

Welcome to the 32nd EFE SHOWBUS International 2004 Rally

This is the year of celebrating anniversaries at SHOWBUS. The one we mark particularly is the 50th anniversary of the first London Routemaster with our Gold Run from Cambridge's Trumpington Park & Ride site to Duxford this morning and the iconic photo calls of Concorde and Routemasters this afternoon.

Perhaps more significantly, it is the 175th anniversary of the British omnibus. The Latin translation of "omnibus" is "for all" and that is an appropriate description of SHOWBUS as an event. The rally has been staged annually since 1973 and though it has changed location a few times, it has always ensured that there is something "for all" so that members of families whose first love is not buses can be happily entertained during the day. Since accepting the kind hospitality of the Imperial War Museum at Duxford, SHOWBUS has grown to be such a spectacle that anybody could fail to be impressed at the diversity of the display here today.

Whilst SHOWBUS has been around for over 30 years, several bus companies are celebrating inceptions three times as long ago. The lamented Midland Red would have been 100 years old in 2004 and lives on in memory, in preservation and in commemoration in its successor fleets. Long standing SHOWBUS supporters, Lincolnshire Road Car and Thamesdown (known for longer as Swindon Corporation) are also 100 years old, as would have been Maidstone Corporation and it is 120 years since Leyland Motors started business. The enthusiast movement's Omnibus Society celebrates 75 years as does Isle of Wight operator, Southern Vectis and as would have been Cheltenham District Traction. Guildford operator, and SHOWBUS regular, Southern Vectis and bodybuilder East Lancs are both 80 this year, but First Hants & Dorset's roots in Provincial celebrate a 125th anniversary. Special displays commemorate many of these anniversaries at SHOWBUS today.

SHOWBUS would not be possible without the support of many individuals, companies and organisations. Top of the list must come the individuals who have brought vehicles to display today. Some have journeyed many miles, even over water, at not insignificant cost with the current price of diesel. Some will be rewarded with prize money courtesy of First, but not all buses here today are entered for judging. My thanks too to my team of helpers here today, particularly Rob Passaway and Dave Reid who work throughout the year helping to plan the event. Rob has responsibility for the unrivalled display of stalls selling all sorts of bus ephemera. Chief among the items on display are model buses made by our core sponsor EFE, Exclusive First Editions. There are two models on sale today linked to the event, including RM2 with SHOWBUS decals. Be sure to visit the EFE marquis by Rally control where you can see their entire range of models and learn how they are made. Rally Control has been kindly provided by the famous Wallace Arnold coach holiday company.

Every bus will receive a souvenir plaque courtesy of the Go-Ahead transport group. We will have a display of the group's vehicles and our long-standing display First group buses. David Leeder, First's Director UK Bus will be presenting the awards around 3.45pm by Rally control. A key First exhibit will be one of their three fuel cell powered London buses, entry 700, well worth seeing. Another sponsor linked display covers Optare products, whose stylish designs have helped to modify the face of the British bus in recent years. Red Rose Travel operate several Optare buses and have generously provided support vehicles for the event today as has Roger Mott of Motts Travel. Both firms are based in Aylesbury. Motts also provided vehicles to promote the event beforehand and we are equally grateful to Classic Bus, Buses and Bus & Coach Preservation magazines for their promotion of SHOWBUS.

Last, but by no means least. Our thanks to Stuart Jones and his team at Bus & Coach Buyer for this excellent programme, which is featured as part of their weekly magazine. We hope you enjoy both and there is an opportunity to subscribe to the magazine if you enjoy it.

I hope you have a great day at SHOWBUS and look forward to seeing you here again in 2005.

Martin Isles, Rally Organiser

Showbus Music 2004

When our PA system is not making announcements you should hear a new CD called "A Taste of Life" by the Dutch composer Leon.
Copies of the CD are available from Rally Control today, price £8, or visit www.leonmusic.com http://www.leonmusic.com to order on line for €15.

Tips for photographers

We try to arrange our buses so that photographers can get good pictures. Some will be posed at their best advantage at different times of the day as the sun "if we get to see it" tracks round. Those facing the M11 will be best photographed in the morning. Those facing the A505 will be best late afternoon. Those facing west are for afternoon photographs whilst those facing the runway are posed well for most of the day. The sun is well positioned for photographing buses leaving the west gate at the end of the event and likewise, great pictures can be taken of arrivals from the embankment at the west end of the Land Warfare Hall.

We try to park the buses sufficiently far apart for photos, but some drivers pride themselves on being able to park with the proverbial cigarette paper between their bus and the one alongside, and it's difficult to break the habits of a lifetime.

If you're not into taking photos, look around for the photographers and try to avoid blocking their prize shot.

PRIZES

Last year's winners are shown in brackets.

The Preservation awards are weighted by various pre disclosed factors and the top 25 vehicles on this basis are presented with special Doyen plaques.

Operator Awards

Best FirstGroup vehicle (post 1990)
£75 & First trophy (First Essex Scania/Wright)
Runner Up *£25 from First* (First Eastern Counties Dart SLF/Plaxton)
Best First corporate vehicle *£20 from First* (First Essex Scania/Wright)
Runner Up *£10 from First* (First London Dart SLF/Caetano)
Best Go-Ahead group vehicle *£75 & trophy from Go-Ahead*
Best New Millennium bus (Metrobus Scania Omnicity)
Best New Millennium coach (BMC 850)
Best New Millennium mini (less than 34 seat) (Kevs Cars Vario)
Best local authority owned (Ipswich Buses gold DAF DB250)
Best local operator * (Feelings Volvo/Plaxton)
Best small operator * (McAvoys Vario)
Best London bus # (London General Olympian open top)
Best Stagecoach vehicle (post 90) (Stagecoach East Kent Olympian/NCME)
Best Arriva vehicle (post 90) (Arriva Southend Dominator)
Premier Operator Award - (A1Minicoach.co.uk)
Best Modern Vehicle (Trent-Barton Scania/Wright)

Preservation Awards

Best in show (Shillibeer Award) *£100 from First* (Provincial AEC Regent I BOR767)
Doyen Doubledeck *£50 from First* (Delaine Atlantean)
Doyen Singledeck *£50 from First* (1928 Eastbourne Lion)
Best Bristol/ECW *£15 from First* (Midland General MW DNU20C)
Best AEC/Park Royal *£15 from First* (RT1702)
Best Leyland 120 award *£15 from First* (Alexander Tiger BMS206)
Best MCW/Weymann *£15 from First* (RF281)
Best Plaxton/NCME/Duple *£15 from First* (Felix Bedford OB)
Best preserved London bus *£15 from First* (GS32)
Best Bedford *£15 from First* (OB LTA750)
Best Alexander bodied *£15 from First* (Edinburgh PD3)
Best niche vehicle (ie not included above) *£15 from First* (Birmingham Crossley)
Top Rally attender *£15 from First* (York Pullman Regent)
Most Improved vehicle judged since EFE Showbus 2003 *£15 from First* (Ouse Valley YRQ)

Vehicle Awards

Pre Elizabethan (1950 & before) (Brian Nash Tiger PS1)
Best Fifties bus (Eastern National KSW WNO479)
Sixties doubledeck (German Neoplean)
Sixties singledeck (Royal Blue MW HDV638E)
Seventies doubledeck (Southport Atlantean)
Seventies singledeck (Bedford J2 OUM727P)
Eighties doubledeck (Emblings VR)
Eighties singledeck (Ramblers YRQ)
Nineties doubledeck (New World Dennis Conor)
Nineties singledeck (Stagecoach Swindon B10M/Alexander)
Best overseas bus resident in UK (Ipswich CIE Olympian)
Best overseas entry (KMB Super Olympian/Wright)
Best Open Topper (Southdown VR)
Best Routemaster
Best Optare Optare trophy
Best low floor Optare Optare trophy
Best non low floor Optare Optare trophy

Winners of Prizes presented only at EFE SHOWBUS International 2003

Best East Lancs bodied Leicester AEC Renown
Best Olympian London Boro' of Redbridge
Best Neoplan Cozy Travel Skyliner
Best Transbus modern vehicle Metrobus Dennis Dart SLF/Plaxton

2004 SHOWBUS LIST

Correct to 20 September an

NO.	ENTERED BY	REG NO.	DATE/NEW/CHASSIS/BODY
1	First Aberdeen (Bill Law)	RG1173	1930 Albion PM28 Walker B31R Aberdeen Corporation 79
4	Arriva London	VLT5	1959 AEC Routemaster Park Royal H64R Arriva London North RM5
5	Arriva London South	VLT6	1959 AEC Routemaster Park Royal H64R Arriva London South RM6
6	RM8 Club	VLT8	1958 AEC Routemaster Park Royal H64R London Transport RM8
7	Go Ahead London	VLT9	1959 AEC Routemaster Park Royal H64R London Central RM9
8	Brian Lewer	VLT16	1959 AEC Routemaster Park Royal H64R London Transport RM16
9	Arriva London South	VLT25	1959 AEC Routemaster Park Royal H64R London Transport RM25
10	RM40 Group	VLT40	1959 AEC Routemaster Park Royal H64R London Transport RM40
11	Stuart Miles	VLT44	1959 AEC Routemaster Park Royal H64R Southend Transport 122
12	Robert Taylor	VLT158	1959 AEC Routemaster Park Royal H64R London Transport RM158
13	Geoff Rixon	VLT254	1960 AEC Routemaster Park Royal H64R London Transport RM254
14	Arriva London South	VLT275	1960 AEC Routemaster Park Royal H64R Arriva London South RM275
15	Blue Triangle	VLT298	1960 AEC Routemaster Park Royal H64R Blue Triangle RM298
16	Dr Chris Dobbing	KVS601	1960 AEC Routemaster Park Royal H64R London Transport RM471
17	Peter Simmonds	WLT642	1961 AEC Routemaster Park Royal H64R London Transport RM642
18	Andy Harlott	WLT675	1960 AEC Routemaster Park Royal H64R London Transport RM675
19	RM737 Group	WLT737	1961 AEC Routemaster Park Royal H64R London Transport RM737
20	RM765 Group	WLT765	1961 AEC Routemaster Park Royal H64R London Transport RM765
21	Wealdsman Preservation Group	WLT795	1961 AEC Routemaster Park Royal H16R London Transport RM795
22	London United	WLT880	1961 AEC Routemaster Park Royal H72R London United ER880
23	Ted Price	WLT898	1962 AEC Routemaster Park Royal H72R London Transport RML898
24	Blue Triangle	WLT900	1961 AEC Routemaster Park Royal H72R Blue Triangle RML900
25	RML903 Preservation Group	WLT903	1961 AEC Routemaster Park Royal H71R Metroline RML903
26	Ian Hoskin	WLT938	1961 AEC Routemaster Park Royal H64R London Transport RM938
27	RM1000 Preservation Group	100BXL	1961 AEC Routemaster Park Royal H64R London Transport RM1000
28	Michael Smith	1CLT	1961 AEC Routemaster Park Royal H64R London Transport RM1001
29	Wirral Transport Museum	101CLT	1962 AEC Routemaster Park Royal H64R Wirral Borough Council Museums RM1101
30	Mr M Bell	UYJ654	1962 AEC Routemaster Park Royal H64R London Transport RM1224
31	Action Bus (Andy Boath)	VLT70	1961 AEC Routemaster Park Royal H64R London Transport RM70
32	Steve Bunda	403CLT	1963 AEC Routemaster Park Royal H64R London Transport RM1403
33	1476 Group	476CLT	1962 AEC Routemaster Park Royal CH57R London Country RMC1476
34	Harry Hobson	477CLT	1962 AEC Routemaster Park Royal CH57R London Transport RMC1477
35	First London	650DYE	1959 AEC Routemaster Park Royal H64R First London SRM3
36	Steven Wood	699DYE	1961 AEC Routemaster Park Royal H64R London Transport RM1699
37	Michael Smith	804DYE	1964 AEC Routemaster Park Royal H64R London Transport RM1804
38	Christian Bus Enthusiasts Group	ALD989B	1964 AEC Routemaster Park Royal H64R Blackpool Transport 530
39	RM1990 Group	ALD990B	1964 AEC Routemaster Park Royal H64R Reading Mainline 25
41	Arriva London South	CUV217C	1965 AEC Routemaster Park Royal H64R Arriva London South RM2217
42	RM2116 Preservation Group	CUV116C	1965 AEC Routemaster Park Royal H64R London Transport RM2116
43	Lee Rose	CUV233C	1965 AEC Routemaster Park Royal CH65R Green Line RCL2233

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NO.	ENTERED BY	REG NO.	DATE/NEW/CHASSIS/BODY
44	Blue Triangle	CUV260C	1965 AEC Routemaster Park Royal CH65R Blue Triangle RCL2260
45	John Stanley	CUV306C	1965 AEC Routemaster Park Royal H72F London Transport RML2306
46	Dave Brundrit	CUV313C	1965 AEC Routemaster Park Royal H72R London Transport RML2313
47	Metrobus	CUV317C	1965 AEC Routemaster Park Royal H72R Metrobus RML2317
48	RM40 Group	JJD446D	1966 AEC Routemaster Park Royal H72R Metroline RML2446
49	Steve Bunda	JJD508D	1966 AEC Routemaster Park Royal H72R London Transport RML2508
50	Arriva London South	JJD524D	1965 AEC Routemaster Park Royal H72R London Transport RML2524
51	Lee Rose	JJD419D	1966 AEC Routemaster Park Royal H72R Metroline RML2419
53	David Good	NML620E	1967 AEC Routemaster Park Royal H72R Metroline RML2620
54	Blue Triangle	NMY637E	1967 AEC Routemaster Park Royal H56F Blue Triangle RMA48
90	Mark Booker	M511TRA	1995 Volvo B6 Alexander B40F Barnsley & District 169
91	Yorkshire Traction	TBA	2004 Scania N94 East Lancs H70F Yorkshire Traction TBA
95	National Express	TBA	TBA TBA TBA National Express
96	RM40 Group	NLE538	1953 AEC Regal IV MCW B39F London Transport RF538
97	Nottingham Bus Enthusiasts	OIL4201	1988 MCW Metrobus MCW H104D Patron Travel
98	The 388 Group	PSJ825R	1976 Volvo Ailsa B55-10 Van Hool H75F A1 Service
99	Yardley Wood Bus Club	BX02AVK	2002 Dennis Trident Alexander H75F Travel West Midlands 4354
100	Mr Philip Buckland	KGU322	1949 AEC Regent 3RT Weymann H56R London Transport RT2293
101	Bob Duker	KGK675	1949 AEC Regent 3RT Weymann H56R London Transport RT1206
102	1702 Preservation Society	KYY529	1950 AEC Regent 3RT Park Royal H56R London Transport RT1702
103	The BuskeRTeers	LYF316	1951 AEC Regent 3RT Park Royal H56R London Transport RT2591
104	Mr A Langley	LLU610	1950 AEC Regent 3RT Weymann H56R London Transport RT3251
105	Charlie Young	NLE981	1953 AEC Regent 3RT Park Royal H56R London Transport RT4317
106	Mr D Morgan	LUC613	1950 AEC Regent 3RT Weymann H56R Green Line RT3254
107	David Gray	OLD714	1954 AEC Regent 3RT Weymann H56R London Transport RT4494
108	Purly Transport Preservation Group	HLX421	1948 AEC Regent 3RT Weymann H56R London Country RT604
109	Messrs Collard & Eteson	KYY912	1950 AEC Regent 3RT Weymann H56R London Transport RT3183
110	Mr P Johnson	LYR915	1952 AEC Regent 3RT Weymann H56R London Transport RT3496
111	Tony Potter	LLU987	1950 Leyland Titan PD2 Leyland H56R London Transport RTW497
112	The RTL 453 Group	KLB648	1949 Leyland Titan PD2 Park Royal H56R London Transport RTL453
113	RF457 Group	MXX434	1952 AEC Regal IV MCW B32F London Transport RF457
114	Toby Prescott	LYF379	1952 AEC Regal IV MCW C39F Green Line RF28
115	David Wilkinson	MLL806	1951 AEC Regal IV MCW DP39F London Transport RF296
116	RF308 Group	NLE527	1953 AEC Regal IV MCW B39F London Transport RF308
117	David Joseph	MXX480	1953 AEC Regal IV MCW B39F London Transport RF503
118	John Clarke	MXX332	1953 Guy Vixen Special ECW B26F London Transport GS32
119	Terry Gilroy	MXX360	1953 Guy Vixen Special ECW B26F London Transport GS26
120	Peter Beeson	MLL818	1951 AEC Regal IV MCW DP39F London Transport RF281
121	Peter Beeson	NLE600	1953 AEC Regal IV MCW B39F London Transport RF600
122	A1Minicoach Co.UK	Y904LHU	2001 Ford Transit Ford C14C A1Minicoach.co.uk 1
123	A1Minicoach Co.UK	YY52GGP	2002 LDV Convoy LDV C16F A1Minicoach.co.uk 2
124	A1Minicoach Co.UK	X315AUJ	2000 LDV Convoy LDV B16C A1Minicoach.co.uk 3
125	A1Minicoach Co.UK	Y882CGN	2001 LDV Convoy LDV B16F A1Minicoach.co.uk 4
126	A1Minicoach Co.UK	PLF567	2003 Mercedes Vario tba B26F A1Minicoach.co.uk 5
127	A1Minicoach Co.UK	BX51ZXD	2001 LDV Convoy LDV B16C A1Minicoach.co.uk 6
128	A1Minicoach Co.UK	BU04GVW	2004 Iveco Crest C16F A1Minicoach.co.uk
150	Wallace Arnold	WA3399	1977 Volvo Ailsa B55 Alexander H30F Wallace Arnold
151	Red Rose	K27WND	1992 Mercedes 709D MTM B16F Red Rose
152	Motts Travel	32WFC	2002 Volvo B10M Jonckheere C29F Motts Travel
153	St Dunstans	YN03ZW*	2003 Optare Solo Optare B33F St Dunstans
154	Motts Travel	TBA	TBA Volvo B10M Jonckheere C47F Motts Travel
200	Docklands Minibus	YN52TSX	2002 Optare Solo Optare B29F Docklands Minibus TSX

OF VEHICLES ENTERED

subject to subsequent change

NO.	ENTERED BY	REG NO.	DATE/NEW/CHASSIS/BODY
201	Lincolnshire Road Car	FX04WFW	2004 Optare Solo Optare B33F RoadCar SuperBuzz 116
205	Safeguard Coaches	YJ03UMM	2003 Optare Excel 2 Optare B41F Safeguard
209	Herts County Council	K802DCF	1992 MAN 11.190 Optare B41F Intalink 09001

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211	Metrobus	YP52CTO	2002 Scania CN92UB Scania B42F Metrobus 513
219	Michael Webster	ARY225K	1972 Metro Scania BR111MH MCW B46D Leicester City Transport 225
220	Andrew Harris	GJF301N	1975 Scania BR111DH MCW H73D Leicester City Transport 301
221	Messrs Pinnock & Tucker	LKP385P	1975 Volvo Ailsa B55 Alexander H79F Maidstone & District 5385
222	4738 Group	JOV738P	1975 Volvo Ailsa B55 Alexander H79F West Midlands PTE 4738
223	WM MCW Bus Group	SDA832S	1978 MCW Metrobus MCW H76F West Midlands PTE 6832
224	Andrew Walcott	WDA971T	1978 Leyland Fleetline MCW H76F West Midlands PTE 6971
225	TWM Walsall Enthusiasts	Y719TDH	1999 Dennis Trident Alexander H76F Travel West Midlands 3128
226	Travel West Midlands	BU04BLX	2004 Dennis Trident Alexander H73F Travel West Midlands 4592
227	Travel Coventry	BV52OCR	2003 Volvo B7TL Alexander H74F Travel Coventry 4421
228	Sullivan Buses	EL04SUL	2004 Volvo B7TL East Lancs H70F Sullivan Buses ELV1
229	Sullivan Buses	PJ52BYP	2002 Dennis Trident East Lancs H70F Sullivan Buses DEL1
230	West's Coaches	HKL836	1947 AEC Regal III Beadle O33F West's Coaches
232	David Whitaker	CG9607	1934 AEC Regal 4 G&F B35F Gosport & Fareham 24
233	David Whitaker	BOR767	1936 AEC Regent I Park Royal H56R Gosport & Fareham 35
234	Tony Peart	KDT343	1951 AEC Regent III Roe H56R Doncaster Corporation 122
235	Tim Wale Ltd	MRD146	1956 AEC Regent III Park Royal L57R Reading Transport 3
236	Steven Wood	KHC369	1963 AEC Regent V East Lancs H60R Eastbourne Corporation 69
238	Mike Edmunds	BNH246C	1965 Daimler CVG6 Roe H59R Northampton Corporation 246

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239	2489 Group	JOJ489	1950 Crossley DD42/6 Crossley H54R Birmingham City Transport 2489
249	East Kent Road Car Heritage Trust	VJG187J	1970 AEC Swift Marshall B48F East Kent 187
250	Brian Nash	AML641H	1969 AEC Merlin MCW B50F London Transport MB641

NO.	ENTERED BY	REG NO.	DATE/NEW/CHASSIS/BODY
251	Telford Bus Group	RNA236J	1971 Daimler Fleetline Park Royal H75D Greater Manchester 2236
259	Staf Cars	BCK715	1953 Mercedes O3500R Steib C26F Staf Cars
260	NZH Vervoer Museum	AB-46-41	1965 DAF MB200 Bova DP45D AOT Texel 5
261	Edward Miller	EHZ8554	2004 BMC Probus 850 BMC C33F McAvoys of Greyabbey
265	Emblings Coaches	KHT125P	1975 Leyland National Leyland B52F Emblings Coaches
266	Emblings Coaches	NNO66P	1975 Leyland Atlantean ECW H74F Emblings Coaches
267	Emblings Coaches	LHG439T	1979 Bristol VRTSL3 ECW H74F Emblings Coaches
268	Emblings Coaches	FAO418V	1980 Bristol VRTSL3 ECW H74F Emblings Coaches
269	Emblings Coaches	HAH238V	1980 Bristol VRTSL3 ECW H74F Emblings Coaches
270	Emblings Coaches	SUB792W	1981 Bristol VRTSL3 ECW H74F Emblings Coaches
271	Emblings Coaches	SUB793W	1981 Bristol VRTSL3 ECW H74F Emblings Coaches
272	Emblings Coaches	VVV948W	1981 Bristol VRTSL3 ECW H74F Emblings Coaches
273	Emblings Coaches	LFJ858W	1981 Bristol VRTSL3 ECW H74F Emblings Coaches
274	Emblings Coaches	LFJ859W	1981 Bristol VRTSL3 ECW H74F Emblings Coaches
275	Emblings Coaches	MEB626	1961 Trojan Series 19 Trojan C13F Emblings Coaches 1
277	Stagecoach East	JAH553D	1966 Bristol FLF6G ECW H70F Stagecoach East 19953
278	Stagecoach East	JAH552D	1966 Bristol FLF6G ECW O70F Stagecoach East 19952
279	Stowmarket Minibus Hire	RTW201W	1980 Bedford YMT Plaxton C49F Stowmarket
280	Minibus & Coach Hire	HSV658	1996 Iveco Eurorider Beulas C49F Minibus & Coach Hire
281	Minibus & Coach Hire	AD02ZPH	2002 LDV Convoy LDV C16F Minibus & Coach Hire
282	Lawrence Hayward	MRC565E	1967 Leyland Leopard Plaxton C22F Trent 565
283	Ribble Vehicle Preservation Trust	NCK338J	1971 Bristol RESL6L ECW B47F Ribble 338
284	Eastern Transport Collection Society	5789AH	1959 Bristol MW5G ECW C39F Eastern Counties LS789
285	Dennis Salter	FFL138V	1980 Bedford YRQ Duple C45F
286	Miss Jane Dicker	RPU869M	1974 Bristol RELH6G ECW C47F Eastern Counties RE869
287	Dr Michael Walker	OHY938	1952 Bristol KSW6B ECW L55RD Bath Services L8089
288	Charlton Services	OXI9100	1984 Leyland Royal Tiger Plaxton C53F Charlton Services
289	Stowmarket Minibus Hire	RGV699W	1981 Bedford YMT Duple C53F Stowmarket
290	Stowmarket Minibus Hire	A620YJR	1984 Bedford YMT Duple C53F Stowmarket
291	Stowmarket Minibus Hire	LIB1611	1983 Volvo B10M Van Hool C49C Stowmarket
292	Stowmarket Minibus Hire	WPX448	1984 Bedford YNT Plaxton C53F Stowmarket
293	Stowmarket Minibus Hire	E460MSE	1988 Bedford YNV Plaxton C57F Stowmarket
294	Andrews Coaches	MSJ385P	1976 Seddon Pennine VII Alexander DP41D Andrews Coaches SP1
295	Stowmarket Minibus Hire	KUI2762	1991 Scania K113 Plaxton C53F Stowmarket
296	Stowmarket Minibus Hire	J286NNC	1991 Scania K93 Plaxton C53F Stowmarket
297	Feelings Coaches	FAH275Y	1983 Volvo B10M Plaxton C57F Feelings Coaches VP1
298	Lilac Leopard Gang	EXI6301	1980 Leyland Leopard Duple C53F Transit Express 7
299	Gifford Transport Group	GSX121N	1975 Bedford YRT Alexander B53F Lothian 121
300	Cambridgeshire Constabulary	NUW598Y	1982 Leyland Titan Leyland H30D Cambridge Constablulary T598
301	Stagecoach London	THX401S	1978 Leyland Titan Park Royal H70D London Buses T1
302	Mark Cole	WYV6T	1978 Leyland Titan Park Royal H70D London Transport T6
303	Mark Cole	WYV22T	1978 Leyland Titan Park Royal H70D London Transport T22
304	RM40 Group	WYV40T	1979 Leyland Titan Park Royal H70D London Transport T40
305	Messrs Bailey, Colegate & Wood	A630THV	1984 Leyland Titan Leyland H70D London Transport T1030
306	Stagecoach East Kent	B125WUL	1984 Leyland Titan Leyland H73F Stagecoach East Kent 11125
307	A T Thompson	A981SYE	1983 Leyland Titan Leyland H70D J R Morley & Sons
312	PSV Circle	H47MJN	1991 Leyland Olympian Leyland H72F Network Colchester 347
313	Preston Bus	G360CK	1990 Leyland Olympian Leyland H78F Preston Bus 136
314	Les Mitchell	F312JTY	1988 Leyland Olympian Alexander H83F Marchants Coaches
315	Stagecoach East	F508NJE	1988 Leyland Olympian N Counties H75F Stagecoach East 14508

NO.	ENTERED BY	REG NO.	DATE/NEW/CHASSIS/BODY
317	Stephensons of Essex	C***CHM	1986 Leyland Olympian ECW H70F Stephensons of Essex
318	Regal Busways	B203DTU	1984 Leyland Olympian ECW LD69F Regal Busways 1203
319	Mr R E Wykes	ARP605X	1981 Leyland Olympian ECW L77F Stagecoach East 14005
320	Aberdeen & District TPG	ORS209R	1977 Leyland Atlantean Alexander H74D green/cream/orange 209
321	Ipswich Buses	MRT9P	1976 Leyland Atlantean Roe O69D Ipswich Buses 9
322	Alec Head Coaches	JFX583T	1979 Leyland Atlantean East Lancs O76F Alec Head
323	John Robinson	VWM89L	1973 Leyland Atlantean Alexander H74D Southport Corporation 89
324	PSV Circle	RVW90W	1980 Leyland Atlantean ECW H74F Talisman 90
325	680 Preservation Group	GBB516K	1972 Leyland Atlantean Alexander H78D Tyne & Wear PTE 680
326	Brian Pearce	STK125T	1979 Leyland Atlantean Roe O15F Guide Friday
327	Rickie Wakelin	LYF317D	1966 Leyland Atlantean MCW H54F BOAC
328	Nigel Green	TKH270H	1969 Leyland Atlantean Roe H71D Hull Corporation 270
329	Nine Ten Preservation Group	766EVT	1959 Leyland Atlantean MCW L78 F PMT L9766
330	LS24 Preservation Society	KJD524P	1975 Leyland National Leyland B36D London Transport LS24
331	Keith Wright	GUW443W	1982 Leyland National East Lancs B25D London Tramsport GLS443
332	Steve Smith	JHJ150V	1979 Leyland National Leyland B49F Eastern National 1924
333	The SA Collection	UPB312S	1977 Leyland National Leyland B41F London Country SNB312
334	Chris Brown	YPL433T	1978 Leyland National Leyland B41F London Country SNB433
335	The SA Collection	HPF318N	1975 Leyland National Leyland DP39F Green Line SNC168
336	Phil Hiles	LAG188V	1980 Leyland National 2 Leyland B52F East Yorkshire 188
337	Dave King	DNW840T	1978 Leyland National Leyland B44F West Yorkshire 1002
338	Mr Rob Knight	SVV587W	1980 Leyland National 2 Leyland B49F United Counties 587
339	Bryan Lane	VKE566S	1977 Leyland National Leyland B41F Hastings & District 366
340	Messrs Barton & Jeal	EON824V	1980 Leyland National 2 Leyland B53F Road Car 1284
341	Darren Marshall & John Sherwin	A301KJT	1984 Leyland National 2 Leyland B47F Provincial 401
342	Chris Brown	B361LOY	1984 Leyland National 2 Leyland B26D British Airways
343	Alan Ullmer	KYY647	1950 Leyland Titan PD2 Park Royal H60F Alan Ullmer RTL1004
344	Leslie G Kelly	EX6566	1949 Leyland Titan PD2 Leyland H56R Gt Yarmouth 66
345	Messrs Geminidni & Hattersley	FDB334C	1965 Leyland Titan PD2 East Lancs H56R Stockport Corporation 34
346	Malcolm Skevington	DEK3D	1966 Leyland Titan PD2 Massey H60F Wigan Corporation 140
347	Leicester Vintage Bus Society	LJF16F	1967 Leyland Titan PD3A East Lancs H74R Leicester City Transport 16
348	Stephensons of Essex	424DCD	1964 Leyland Titan PD3 N Counties O69F Stephensons of Essex 424
349	Brian Nash	EAV458	1946 Leyland Tiger PS1 Duple C35F Falcon
350	Nigel Ainsworth	BMS206	1947 Leyland Tiger PS1 Alexander DP35F W Alexander & Sons PA44
351	Mr R Bemsted	BHG755	1953 Leyland Tiger PS2 East Lancs B39F Burnley, Colne & Nelson 36
352	David Dawes	MMR553	1955 Leyland Tiger Cub Harrington C41F Silver Star 26
353	Roger & Sue Wortley	889AAX	1958 Leyland Tiger Cub Weymann B35F Jones of Aberbeeg 98
354	Leicester City Museums	MTL750	1958 Leyland Tiger Cub Yeates DP43F The Delaine 47
355	Delaine Buses Ltd	P87SAF	1997 Volvo B10B Wright B51F Delaine Buses 137
356	Delaine Buses Ltd	AD04OCT	2004 Volvo B7TL East Lancs H76F Delaine Buses 139
360	Derek Thompson	VTY543J	1969 Leyland Leopard Plaxton C45F Tyne Valley Coaches
361	Barton 1246 Society	RVO668L	1973 Leyland Leopard Plaxton C53F Barton Buses 1246
362	2816 Society	OKO816G	1968 Leyland Leopard Willowbrook DP49F Maidstone & District 2816
363	West End Travel	VUB396H	1969 Leyland Leopard Plaxton C53F West End Travel
364	Mick Macey	MNK429V	1980 Leyland Leopard Duple C53F Fourways Coaches
368	MK Bus & Coach Enthusiasts Group	CSV253	1986 Leyland Tiger TBA C49F TBA
369	Village Green Motor Services	B472ENT	1984 Leyland Tiger Duple DP53F Village Green
371	Elkin Travel	E786BTV	1988 Leyland Royal Tiger Leyland C53F Elkin Travel
393	Paul Barrett	NPJ472R	1976 Leyland National Leyland B49F Alder Valley 1976

NO.	ENTERED BY	REG NO.	DATE/NEW/CHASSIS/BODY
399	City Sightseeing	E767LBT	1988 Leyland Olympian N Counties O71F City Sightseeing 367
400	Arriva London South	F115PHM	1988 Volvo B10M Alexander H75F Grey Green 115
401	The Original London Sightseeing Tour	J338 BSH	1991 Leyland Olympian Alexander O67D Original London Sightseeing OA338
402	The Original London Sightseeing Tour	GYE555W	1981 MCW Metrobus MCW O45F Original London Sightseeing MB 555
403	Mr D H Hull	KE51PUU	2002 DAF SB120 Wright B31F Arriva 4508
404	Arriva The Shires	JHK495N	1975 Leyland Atlantean ECW O74F Arriva The Shires 5301
405	Mr P Desborough	R196RBM	1997 Scania L113CRL N Counties B47F Arriva serving the Shires 3196
406	Arriva Kent & Sussex	9**BKO	1998 DAF SB3000 Plaxton C53F Arriva Kent & Sussex 29**
408	Arriva Selby	N623KUA	1996 Volvo Olympian N Counties H73F Arriva Yorkshire North 623
409	Arriva Southend	E225CFC	1988 Leyland Olympian Alexander H75F Arriva Southend
410	Barry Elson	S801BWC	1997 Dennis Trident Alexander H73D Stagecoach in London 17001
411	Stagecoach East Kent	xx54xxx	2004 Dennis Trident Alexander H75F Stagecoach East Kent 181xx
412	Stagecoach in Chesterfield	YN04KGP	2004 Transbus Trident Alexander H75F Stagecoach in Chesterfield 18126
413	Stagecoach East	KV53EZZ	2003 TransBus Dart SLF TransBus B38F Stagecoach East 34444
414	Stratford Garage Bus Group	W193DNO	2000 Dennis Dart SLF Plaxton B31D Stagecoach in London 34193
415	Martin Chapman	GX04???	2003 Transbus Dart Transbus B35F Stagecoach East 345???
417	Stagecoach in Hampshire	M460VCW	1995 Volvo B10M Alexander B48F Stagecoach in Hampshire 20460
418	Stagecoach in Fife	Txxxxxx	1999 MAN 24.350 Jonckheere CH68F Stagecoach West Scotland 500**
419	Southcoast Enthusiast Club	S316CCD	1998 Volvo Olympian Alexander H79F Stagecoach South 316
420	Stagecoach in South Wales	R---CDW	1997 Volvo B10M Plaxton C51F Stagecoach in Wales 52xxx
421	Mr A Roberts	R784CDW	1997 Volvo B10M Plaxton C51F Stagecoach in South Wales 784

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NO.	ENTERED BY	REG NO.	DATE/NEW/CHASSIS/BODY
422	Stephen William Clarke	WA04***	2004 Dennis Trident Alexander H80F Stagecoach Devon 17***
423	Stagecoach East	KX04RCV	2004 Scania Omnidekka East Lancs H71F Corby Star 15401
424	Reading Transport Enthusiasts Club	LM0193X	1981 MCW Metrobus MCW H74F Reading Transport 193
425	Paul Johnson	C373BUV	1985 MCW Metrobus MCW H73F Harpurs Coaches
427	Burtons Coaches	V337DBB	2000 Dennis Trident Alexander H64D Burtons Coaches
429	David Burrows	PN52XBM	2002 DAF DB250LF East Lancs H72F Ipswich Buses 100
430	Harrogate & District Travel	YJ53***	2003 Volvo B7TL Wright CH68F Harrogate & District 36**
433	Trent Barton Buses	FN04HTV	2004 Scania L94 Wright B44F Trent Barton Buses 649
434	Peter Best	TBA	Volvo/Denni B0F Sovereign TBA
435	Chase Bus	PSU969	1997 Dennis Dart SLF UVG B40F Chase Bus 28
436	Nu-Venture Coaches	GN53YUF	2003 TransBus Dart Transbus B29F Nu-Venture Coaches 719
437	Regal Busways	YN04PZY	2004 TransBus Dart MPD TransBus B29F Regal Busways 601
438	Renown Travel Services	SN04EFL	2004 Dennis Dart Plaxton B29F Renown Travel Services 14
439	Stagecoach West	VX53LCY	2003 TransBus Dart SPD Plaxton B33F Stagecoach West 34404
440	Autocar	G456MGG	1990 Dennis Dart Duple B35F Autocar
441	Rambler Coaches Ltd	PDY42	1992 Dennis Dart tba B41F Rambler Coaches 11
443	Invincible Coaches	OWG368X	1982 Leyland Leopard Plaxton DP53F Invincible Coaches
444	Cedar Coaches	B376NRC	1989 Scania N113 Alexander H80F Cedar Coaches 17
445	Cedar Coaches	G372RTO	1989 Scania N113 Alexander H80 F Cedar Coaches 13

OF VEHICLES ENTERED

subject to subsequent change

NO.	ENTERED BY	REG NO.	DATE/NEW/CHASSIS/BODY
446	Travel Wright	G378NRC	1989 Scania N113 Alexander H 81F Travel Wright
447	Hedingham & District	EX02RYR	2002 Dennis Dart MPD Plaxton B29F Hedingham L325
448	Hedingham & District	EU53MUZ	2003 Volvo B7TL TransBus H75F Hedingham L330
449	Hedingham & District	R259LGH	1998 Volvo Olympian N Counties H79F Hedingham L333
466	Philip Coles	BX53SKN	2003 Mercedes Vario TBA DP24F Kevs Cars
467	Green Travel	R824MJV	1998 Mercedes Vario Plaxton B31F Green Travel 130
468	Andrew Bagshaw	YN53VBP	2003 Mercedes Vario Transbus C33F G&J Holmes
469	West End Travel	TBA	2004 Mercedes Vario Plaxton B31F Romdrive 21
470	Elmbridge Community Transport	HX03FTT	2003 Ford Transit Chassis Dev B16FL Elmbridge Community 189
471	4 Seasons Coaches	P728PUB	1996 LDV Convoy Crystal C16F 4 Seasons Coaches 7
472	Royal Mail	W548BOV	2000 LDV Convoy LDV B12C Royal Mail W
473	Royal Mail	BU53AFX	2003 LDV Convoy LDV B7C Royal Mail W22
474	David Cott	K408BSG	1992 Land Rover 110 Defender Land Rover B10C Royal Mail 2770015
475	A to B Travel	75ABT	2000 Mercedes Vito tba C15F A to B Travel 30
476	R.G. Enterprises	G742XEH	1990 Ford Transit Ford B12F R.G. Enterprises 04
480	Arriva Southern Counties	BK02WSX	2002 Bedford Vivaro Vauxhall 3 Arriva YVAN20
496	Mr D C Rogers	D5CTB	1986 Leyland Olympian ECW C96F Hong Kong Citybus 105
497	The Original London Sightseeing Tour	A112KFX	1984 MCW Metroliner MCW 083F Original London Sightseeing ML12
498	Tim Moore	ES997	1990 Dennis Condor Duple Metsec H110D New World First Bus DM17
499	The Original London Sightseeing Tour	E771JAR	1987 MCW Metrobus MCW 096D Original London Sightseeing EMB771
500	David J Sheppard	GLJ748D	1966 Bristol Lodekka FLF ECW H70F Hants & Dorset 1540
503	Mick Rolley	OVL473	1960 Bristol FS ECW L60R Lincolnshire 2378
504	Eastern Transport Collection Society	OVF229	1954 Bristol LD5G ECW H57R Eastern Counties LKD229
505	Graham Ledger	FRP692	1950 Bristol KS5G ECW L55R United Counties 692
506	Eastern National 1407 Preservation Group	VNO859	1953 Bristol KSW5G ECW L55R Eastern National 1407
508	Bristol Omnibus Vehicle Collection	LHY976	1949 Bristol L5G ECW B33D Bristol Tramways C2736
509	Eastern Transport Collection Society	KNG718	1950 Bristol LL5G ECW B39R Eastern Counties LL718
510	Mick Ward	LHY994	1949 Bristol L5G ECW B22R Bristol 2447
511	Valley Rambler	SWO986	1958 Bristol MW6G ECW C39F Red & White UC758
512	Mr J E Pitt	7017HK	1958 Bristol MW6G ECW C34F Eastern National 331
513	Colne Estuary Preserved Buses	FWC439H	1969 Bristol RELL6G ECW B53F Eastern National 1516
514	Steve Graham	AFM106G	1969 Bristol RELH6G ECW C47F Crosville CRG106
515	Messrs Southam & Everitt	357MHU	1961 Bristol MW5G ECW B45F Bristol 2522
516	Dave Wheatley	HDV638E	1967 Bristol MW6G ECW C39F Royal Blue 1433
517	Buckland Omnibus Co	GRP260D	1966 Bristol MW6G ECW C39F United Counties 260
518	David Brown	HDV641E	1967 Bristol MW6G ECW C39F Royal Blue 1436
519	Roger Downs	AFM111G	1969 Bristol RELH6G ECW C47F Crosville CRG111
520	Bryan Sharpe	TFM267K	1972 Bristol RELH6L ECW C41F Crosville ERL267
521	Hedingham Omnibus	HJB464W	1981 Bristol VRTSL3 ECW H74F Hedingham Omnibuses L199
522	East Anglia Trans Museum	OCK985K	1972 Bristol VRTSL6G ECW H70F Eastern Counties VR385
523	Richard Todd	BRC837T	1979 Bristol VRTSL3 ECW H73F Trent Motor Traction 837
524	Mr K Harding	FWR218T	1978 Bristol VRTSL3 ECW LD74F West Yorkshire 1721
525	603 Preservation Group	VDV121S	1978 Bristol VRTSL6G ECW H74F Western National 1121
526	Mr W F Ball	XRD23K	1971 Bristol VRTLL2 N Counties H77D R J Jones & Sons
527	Chelveston Preservation	JFJ506N	1975 Bristol LH6L Plaxton C43F National 326
528	Ken & Joan Stafford	JFJ507N	1975 Bristol LH6L Plaxton C45F Greenslades 327
529	Thornes Independent Ltd	PKH228F	1968 Bristol LHS6L Weymann DP30F Thornes Independent 76
530	John Bedford	RNK308W	1980 Ford R1114 Duple C53F Tourmaster Coaches
531	Wish You Were Here	A813LEL	1984 Quest 80 VM Plaxton C53F Wish You Were Here 11
532	Nick Dasey	RGS598R	1976 Bedford YMT Duple C57F Tricentrol
533	Lee Simmonds	HRO685V	1979 Bedford YLQ Duple B45F White Bus Services 958
534	John Bedford	PNM757M	1974 Bedford YRQ Plaxton C45F Ouse Valley Coaches
535	Simon Spencer	OOU856G	1968 Bedford VAL70 Duple C53F Skinners
536	Messrs Gates & Thorpe	WJG470J	1971 AEC Reliance Plaxton C53F East Kent
537	Colne Estuary Preserved Buses	WYP203G	1969 AEC Reliance Plaxton C4 F Surrey Motors 64
538	Tony Widdows	RDB846	1961 AEC Reliance Alexander DP41F North Western 846
539	Bill Tutty	MOR581	1954 AEC Reliance Weymann B40F Aldershot & District 543
540	Burwell & District Bus Pres Soc	932BCE	1962 AEC Reliance Plaxton DP47F Burwell & District
541	Mr Neil Tidbury	VER262L	1972 AEC Reliance Alexander C53F Premier Travel 262
542	Glenton 121 Group	JMC121K	1972 AEC Reliance Plaxton C34C Glenton Tours 121
543	Richard Walker	DAL771J	1970 AEC Relaince Plaxton DP53F Barton 1146
544	Valliant 63 Group	AMX8A	1963 AEC Reliance Harrington C51F Valliant Coaches 51
545	Paul Brophy	JPA121K	1971 AEC Reliance Park Royal C45F London Country RP21
546	Chris Wills	XPK51T	1978 AEC Reliance Duple C49F London Country RB51
547	Lee Rose	GYE394W	1980 MCW Metrobus MCW H71D London Transport M394
548	Messrs Burns & Carter	WYW67T	1979 MCW Metrobus MCW H72D London Transport M67
549	Mark Ansell	GHV999N	1974 Daimler Fleetline Park Royal H71D London Transport DM999
550	Fred Taylor	XTA839	1958 Albion Nimbus Willowbrook B31F Devon General SN 839
551	Trevor Walters	NSG869	1955 Albion Nimbus Scottish Omnibus B32F Berresfords 25

Entry 564

NO.	ENTERED BY	REG NO.	DATE/NEW/CHASSIS/BODY
552	Charles White	395DEL	1955 Albion Victor FT39AN Heaver B35F Guernsey Railway 71
553	Felix Taxis	DBU889	1947 Bedford OB Duple C29F Felix Taxis
554	Tim Wootton	LTA750	1949 Bedford OB Duple C27F Southern National 1411
556	Thornes Independent Ltd	SED232	1958 Bedford SBG Duple C41F Thornes Independent 147
557	Lodge Coaches	MJB481	1956 Bedford SBG Duple C37C Lodge Coaches
558	Len Wright	675OCV	1962 Bedford SB3 Duple C41F Crimson Tours
559	Mr G A Stokes	TAO179G	1969 Bedford SB5 Duple C41F Hamilton of Workington
560	Eric Flack	MVE400H	1969 Bedford J2 Plaxton C11F
561	Bob Fleming	OUM727P	1974 Bedford J2 Caetano C16C
562	Dons Coaches	ETC760B	1964 Bedford VAS Plaxton C29C Dons Coaches
563	Holmes Motors	ALR388B	1964 Bedford VAS2 Duple B19F Holmes Motors BS2
564	Rambler Coaches Ltd	JDY888Y	1983 Bedford PJK Plaxton C29C Rambler Coaches 29
566	Gauvin Lewis	F105YVP	1988 MCW Metrorider MCW B25F London Transport MR105
567	Felix Taxis	AJD959	1945 Morris Commercial CV11/40 Harry Stocker C17F Felix Taxis
568	Steve Townley	C161VRE	1985 Ford Transit PMT B16F PMT 161
569	Adam Suttle	C526FFJ	1986 Ford Transit Carlyle B16F Devon General 526
570	135 Group	C135VRE	1985 Mercedes 608D PMT B19F D&G Bus & Coach 1
571	Mr C Holloway	E518JHG	1987 Mercedes TBA Reeve Burgess DP25F Abbey Travel 18
594	Phil Willson	ABO145B	1964 AEC Reliance Harrington C36F Western Welsh 145

2004 SHOWBUS LIST OF VEHICLES ENTERED

Correct to 20 September and subject to subsequent change

Entry 601

NO.	ENTERED BY	REG NO.	DATE/NEW/CHASSIS/BODY
596	Messrs Cade & Smith	KYV789X	1982 MCW Metrobus MCW H71D London Transport M789
600	Worcester Bus Pres. Society	MHA901F	1968 BMMO S22 BMMO DP45F Midland Red 5901
601	3301 Preservation Soc	KHA301	1948 BMMO C1 Duple C30C Midland Red 3301
602	D9 5415 group	EHA415D	1966 BMMO D9 Willowbrook H72R Midland Red 5415
603	Paul Yarsley	GOH357N	1974 Leyland Leopard Marshall DP49F Midland Red 357
609	Stagecoach in Warwickshire	M202LHP	1995 Volvo B10M Alexander DP48F Stagecoach in Warwickshire 20202
610	Thamesdown Transport	WX04CZL	2004 Transbus Dart SPD Transbus B41F Thamesdown Transport 215
611	Swindon Vintage Omnibus Society	UMR112	1960 Daimler CVG6 Weymann H60R Swindon Corporation 112
620	Nu-Venture Coaches Ltd	H838PTW	1990 Leyland Olympian Alexander B47F Maidstone Corporation
621	Nu-Venture Coaches Ltd	A857SUL	1983 Leyland Titan Leyland H75F Maidstone Corporation T857
622	Arriva Southern Counties	P176LKL	1996 Dennis Dart SLF Plaxton B40F Maidstone Corporation 3176
700	First London	LK53MBx	2003 Mercedes Citaro Evobus B25D First London ESQ6499x
701	Derek Bull	LX04LC*	2004 Mercedes Citaro O305G Mercedes AB49T Stagecoach London 2307*
702	First London	LK53F**	2003 Mercedes Citaro O305G Mercedes AB49T First London EA30**
703	First London	SSL809	1959 AEC Routemaster Park Royal O64R First London RM120
800	Nicholas Field	C407HJN	1986 Leyland Olympian ECW DPH72F First Eastern National 34807
801	First London	H130 FLX	1990 Leyland Olympian N Counties H71F First London LDN34330
802	First Essex	B698BPU	1984 Leyland Olympian ECW H77F First Essex 34698
803	First Group Basildon	C711GEV	1985 Leyland Olympian ECW LD70F First Essex 34811
804	Mr M Tyman	C419HJN	1985 Leyland Olympian ECW H70F First Essex 34819
807	First South Yorkshire	T8**KLF	1999 Volvo Olympian N Counties H70D First South Yorkshire
809	Kevin Maddeys	F140MBC	1989 Dennis Dominator East Lancs H79F First Eastern Counties 30010
810	First South Yorkshire	YN53EGC	2003 Volvo B7TL Wright H70F First South Yorkshire 31804
811	First Eastern Counties	AU53HKE	2003 Volvo B7TL Transbus H76F First Eastern Counties 32487
812	First in York	YJ51RDO	2001 Volvo B7TL Alexander H76F First in York 30954
820	First	SN53KKY	2003 Transbus Enviro 300 Transbus B48F First
821	Colin Pretty	YS03ZKG	2003 Scania L94UB Wright B44F First Eastern National 65687
822	First Bus	SN51UXZ	2001 Scania L94UB Wright B53F First Essex 65667
823	First Aberdeen	TBA	2001 Volvo B10BLE tbc Alexander B44F First Aberdeen 44
824	First Hampshire & Dorset	M41FTC	1995 Volvo B10M Plaxton C49F First Hampshire & Dorset 20437
825	First Glasgow	TBA	2000 Scania L94UB Wright B41F First Glasgow SS1**
826	Adrian Osborne	S358XCR	1998 Volvo B10BLE Wrights B41F First Hants & Dorset 66158
829	First Chester	CX02EGC	2002 Bluebird AARE Bluebird B60F First Student 60037
830	First Essex	N852CPU	1996 Dennis Dart SLF Marshall B17F First Essex 46852
831	First London	LK53FDM	2003 Dennis Dart SLF Caetano B29D First London DHL532
832	First London	N308JBV	1995 Volvo Olympian N Counties H72F First London V8
833	First London	P255UCW	1996 Volvo Olympian N Counties H72F First London V55
834	First London	LT02ZCE	2002 Dennis Trident Plaxton H72F First London TNL1135
840	First West Yorkshire	YN53ELO	2003 Optare Solo Optare B27F First Yorkshire 50318
850	First London	MLL963	1952 AEC Regal IV MCW B31F First London RF326
851	Eastern National KSW Preservation Group	WNO479	1953 Bristol KSW5G ECW O61R Eastern National 2383
852	First Essex	KOO790V	1980 Bristol VRTSL3 ECW H72F Eastern National 3072
853	First Essex	AJN825	1939 Bristol K5G ECW L53R Westcliffe Motor Services 825
900	Byeways Coaches	805BYE	1981 Volvo B58 Irizar C46F Byeways
901	Davian Coaches	TBA	1999 Scania L94 Irizar C53F Davian Coaches
902	Excel Coaches	XL04EXL	2004 Scania K114 Irizar C53F Excel Coaches
903	Provence Private Hire	YN04AHV	2004 Scania K114EB Irizar C53F PPH
904	Plymouth City Transport Group	N307UTT	1996 Volvo B10M Plaxton C53F Plymouth Citycoach 307
906	Hedingham & District	EK51JAU	2002 Volvo B10M Plaxton C53F Hedingham L324
907	Independent	V200VHO	2000 Volvo B10M Plaxton C53F Independent Coachways 142
908	Transpire The Chesterfield Bus Society	YN04PNL	2004 Volvo B12B Plaxton C50F TM Travel
909	Richardson Travel	YN53VCD	2003 Volvo B7R Plaxton C53F Richardson Travel 531
910	Suffolk County Council	B588NJF	1985 DAF SB2300 Plaxton C53F Suffolk County Council 261
911	Suffolk County Council	E501EFG	1988 Dennis Javelin Duple C53F Suffolk County Council 241
912	Bordacoach	RJI8722	1987 Volvo B10M Van Hool C53F Bordacoach
913	Johns Tours	A860WAV	1985 Scania K112 Van Hool C49F Johns Tours
914	Tourmaster Coaches	N714UVR	1995 Volvo B10M Van Hool C48F Tourmaster Coaches
915	W H Fowler & Sons	P50WHF	1997 Scania K113 Van Hool C57F Fowlers Travel
916	The 500 Group	XNL8944	1996 Volvo B10M Van Hool C52F Generation Travel
917	Dudleys Coaches Ltd	TVM263	1992 Volvo B10M Van Hool C53F Dudleys Coaches
918	Walden Travel	BL53WTL	2003 Volvo B7R Jonckheere Mod4lo C53F Walden Travel 16
919	Paul B Winson	BW04PSW	2003 Volvo B12B Jonckheere C53F Paul S Winson 90
920	Genial Travel	H140AFV	1991 DAF MB230 Van Hool C53F Genial Travel
921	West End Travel	XLC15	1999 Setra Integral Setra C53F Romdrive 22
923	Burtons Coaches	LL04BCL	2004 Bova Futura Bova C59F Burtons Coaches
924	Merseyside Bus Club	K100ACL	2004 Iveco Turbo City Beulas C51F Helms of Eastham
926	Provence Private Hire	E885UKR	1988 MCW Metroliner MCW C51F PPH
927	Whitings Travel	L892SUM	1993 DAF SB Eos C53F Whitings Travel
928	Seymours Travel	TBA	1987 Dennis Javelin Duple C57F Seymour Travel 1
929	G H Watts Coaches	XJF130J	1971 Seddon Pennine IV Plaxton C53F G H Watts
930	G H Watts Coaches	N3GHW	1996 Neoplan Cityliner N116 Neoplan C48F G H Watts
931	Mike's Travel	E995KJF	1988 Mercedes O303 Mercedes C53F Mike's Travel
932	Norfolk County Services	FJ03UMG	2003 Dennis Javelin Caetano C70F Norfolk County 7129
933	Norfolk County Services	NIL7043	1990 Volvo B10M Plaxton C53F Norfolk County 7128
934	Norfolk County Services	YN53UBZ	2003 Mercedes Vario Plaxton C33F Norfolk County 7137
935	Norfolk County Services	OY53RDX	2003 Irisbus Agora Irisbus B44F Norfolk County 7131

LATE ENTRIES ON PAGE 10 OF SHOWBUS PROGRAMME

Entry 935

Go-Ahead

The Go-Ahead Group is one of the leading providers of transport management services in the UK. Our operations span bus, rail, parking and aviation support services, with around 18% of London's bus market and the position of one of the largest commuter rail operators in the capital.

Our approach is to focus on providing services in communities where public transport is popular, enjoys local and regional political support and has clear and recognised benefits.

Go-Ahead employs over 19,000 people across the UK and provides nearly 700 million passenger journeys each year.

Bus Division

Go-Ahead has its origins in the North East of England where it operates as one of the largest bus operators in the region. Heavily congested urban regions are Go-Ahead's core area of experience and expertise. Following the addition of Brighton and Oxford to the group, the acquisition of London Central, London General and Metrobus gave Go-Ahead a leading foothold in the largest city transport market in Europe. The recent acquisition of Wilts & Dorset strengthens our position in the South. Our bus division carries approximately 477 million passengers on our fleet of over 3200 buses and we have invested heavily over the years in improving our vehicles - 59% are fitted with particulate traps and 63% are low floor vehicles.

Rail Division

It was a logical step for Go-Ahead to enter the rail market, especially in South East England where the opportunities exist for creating a truly integrated transport network with other Go-Ahead operations. Through an ongoing programme of investment in rail, we have been able to consolidate our position as one of the leading providers of commuter services in the South East. We currently carry around 159 million passengers a year through our Southern and Thameslink franchises.

Aviation and Parking Division

Aviation, has become a third business element within Go-Ahead's operations and, as with other transport industries, we recognise the potential for growth opportunities.

Aviation ground handling requires very similar disciplines to Go-Ahead's other operations. Each requires the provision of high quality, time critical transportation of large numbers of people, professionally, safely and with a high degree of customer service.

With many of the major airlines divesting their own ground handling services to external companies, our aviation wing, aviance, has grown to employ a combined 4,399 staff and serve 45 million airport passengers each year.

Go-Ahead expanded its operations in car park management, through the acquisition of leading UK car park operator, Meteor Parking Limited.

Established in 1992, Meteor is now the third largest parking company in the UK and was acquired by Go-Ahead in 2002. Turnover has risen from £6million in 1992 to £82million in 2004. In total Meteor are responsible for managing around 70,000 parking spaces in the UK, 42,000 of which are airport based.

First

transforming travel

First is the UK's largest surface transport company with a turnover of nearly £2.5 billion a year and over 62,000 employees across the UK and North America.

Our Vision and Values

Our vision is to Transform Travel - providing public transport services that are safe, reliable, high quality, personal and accessible. We want to deliver the perfect journey to all our customers. Caring about the detail is an essential part of achieving this. We are always looking to improve the way we work and to be forward thinking, innovative and enthusiastic.

Safety - Our Number One Priority

The safety of our passengers and staff is of fundamental importance to us all and underpins everything that we do. Across all our divisions safety is our highest priority. We are never complacent and are always seeking to improve the way we operate. We continue to reinforce a culture of safety throughout our Company, changing attitudes through education and training backed up by an ongoing programme of safety audits. Our aim is to imbed a total safety culture across all our operations and for passengers to know that when they travel with us they can have total confidence in our buses and trains.

Our Businesses:

UK Bus

We are the UK's largest bus operator, running more than one in five of all local bus services and carrying over 2.8 million passengers every day. We have more than 9,500 buses operating in 40 towns and cities throughout the United Kingdom and 75% of our operations are in urban areas where the bus is the most effective means of tackling traffic congestion. We are investing in new high quality low floor buses and working in partnership with Local Authorities and other stakeholders to provide the best possible service for passengers and to develop buses as an integral part of a sustainable transport policy.

UK Rail

We operate passenger and rail freight services in the UK. Our passenger operations include intercity (First Great Western, Hull Trains and TransPennine Express), London commuter (First Great Western Link) and regional (First Scotrail from October 17th 2004). We also operate freight services through GB Railfreight.

First operates the Croydon Tramlink network carrying approximately 18 million passengers per year on behalf of Transport for London.

North America

Headquartered in Cincinnati, Ohio, our operations are spread across the USA and Canada.

First Student

We are the second largest provider of student transportation in North America with a fleet of some 15,500 yellow school buses, carrying over 1 million students everyday across the US and Canada.

First Transit

Our transit contracting and management operation is one of the largest private sector providers of urban bus services in the US. We manage public transport systems on behalf of cities such as Houston, Dallas and Denver.

First Services

Our services operation is the largest private sector provider of vehicle maintenance and ancillary services in the US. We maintain vehicle fleets and equipment primarily for public sector customers such as cities, counties, fire and police departments.

For more information, please visit our website at www.firstgroup.com

Bus&Coach BUYER

Bus & Coach Buyer is not a publication aimed at the enthusiast market. It is a weekly trade title that exists as a medium for operators, dealers and manufacturers to buy and sell buses and coaches, and for manufacturers and suppliers of related products and services to promote their offerings. The majority of our pages will always be taken up with advertisements because of this.

Our editorial is designed to interest bus and coach operators of all sizes and from all sectors. To this end our pages contain the latest news, vehicle launches and evaluations, operator features, manufacturer profiles, dealer articles, show reports, conference reports, products releases and a host more information, including recent deliveries. From time to time we also carry articles on defunct manufacturers, rallies such as Showbus, museums and overseas operations if we believe they will be of interest to our core readers. Though our focus is on the UK, the increasing globalisation of bus and coach manufacture takes our team around the globe in search of the stories. We attend and cover the major European trade shows, and in addition to this have also reported first hand on events as far afield as China, the USA, Canada, Hong Kong, Malaysia and Mexico.

We are pleased to be sponsoring Showbus because in doing so we are supporting the many operators and manufacturers who take part in and enjoy the event. At the same time we are inviting people other than operators to take out a subscription to Bus & Coach Buyer.

We regularly receive requests from people outside the operating industry who would like to obtain regular copies of Bus & Coach Buyer, but do not qualify for free inclusion on the list through holding a full operator's licence. In the past we have declined such enquiries but have reconsidered this stance on a trial basis. Those who want to can now obtain the latest issue every week instead of scrounging old ones off a local operator. A subscription form is included below.

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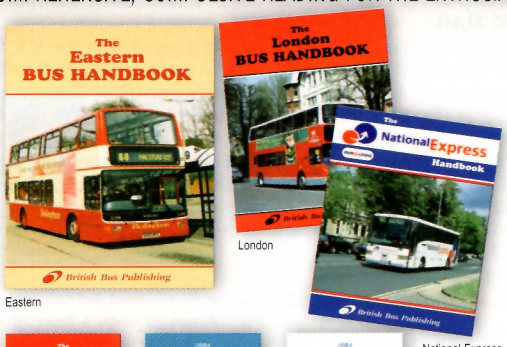

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In addition to the major group series, the remainder of Britain and Ireland are included in regional handbooks. These books contain operators of services and well known coach operators. Thickness and prices are dependent on the number of operators in the geographical area concerned, and are updated approximately every 2 to 3 years.

British Bus Publishing

Orders for all your Bus Handbooks, Capital Transport Books and the Bus Review series may be placed with our mail order department.
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40 Mr R W Humphreys 507CLT 1962 AEC Routemaster Park Royal CH57R Green Line RMC1507
52 Southdown Historic SMK712F 1968 AEC Routemaster Park Royal H72R London Transport RML2712
55 Greene Lane Vintage Transport 469CLT 1962 AEC Routemaster Park Royal CH57R Greene Lane Vintage Transport RMC1469
92 Andrews (Sheffield) Ltd LR02EHJ 2002 Volvo B6BLE East Lancs B37F Yorkshire Terrier 2513
1221 Mr R W Humphreys MXX436 1953 AEC Regal IV MCW B 41 F London Transport RF459
155 Transport for London LX04FWV 2004 TransBus Trident TransBus H68D Stagecoach London 18209
202 Norfolk Green TBA Optare Solo Optare B 33 F Norfolk Green 60x
204 Optare Group Ltd Y*54*** 2004 Optare Solo Optare B29F Optare
212 Wilts & Dorset M580RCP 1994 DAF SB3000 Van Hool C55F Wilts & Dorset 3221
213 1 Stop Travel YN04GKK 2004 Scania Omnidekka East Lancs H79F Brighton & Hove 636
215 BH&D 6447 Group HAP985 1953 Bristol KSW ECW H60R Brighton Hove & District 6447
218 John Taylor S***XOB 1998 Mercedes O405N Mercedes B43F Travel Coventry
240 Paul Baker XAL784 1957 AEC Regent V N Counties L67R Barton Transport 784
243 Cozy Travel CO54ZYS 2004 MAN 18.310 Noge C57F Cozy Travel
244 Cozy Travel CC54ZYS 2004 BMC Probus 850 BMC C35F Cozy Travel
245 BMC (UK) Ltd TBA 2004 BMC Falcon BMC DP39F St Christopher's Charity
246 BMC (UK) Ltd TBA 2004 BMC Probus 850 BMC C37F BMC
262 Adam Barham KV03ZGR 2003 TransBus Dart MPD TransBus B32F Stansted Transit
276 Eastbond Travel N602EEV 1996 Neoplan Cityliner N116 Neoplan C50F Eastbond Travel
310 Kiran Tolson PUA294W 1981 Leyland Atlantean Roe H76F First Huddersfield 6294
311 Stagecoach East Midlands E901KYR 1988 Leyland Olympian N Counties H74F Stagecoach Aston 14901
316 Roundabout Buses MUH283X 1982 Leyland Olympian ECW H77F Roundabout Buses 101
358 Graham Clifford HAC628D 1966 Leyland Leopard L2 Marshall DP41F Stratford Blue 62
359 Rushden Hist. Trans. Soc. CGF312S 1978 Leyland Leopard Plaxton C55F Goodes Coaches
394 Woottens RRM148M 1974 Leyland National Leyland B51F Leyland demonstrator
365 David Cole & Dr Trevor Cockram PRW138W 1983 Leyland Leopard Plaxton C51F Unity Coaches
370 Abbey Coaches E48TYG 1988 Leyland Royal Tiger Leyland C53F Abbey Coaches 48
407 Arriva Midlands N173PUT 1996 Scania L113 East Lancs B51F Arriva Midlands 3473
416 Stagecoach in Swindon W504VDD 2000 Dennis Dart SPD Plaxton B41F Stagecoach in Swindon 33504
426 James Griffiths SAG520W 1981 MCW Metrobus MCW H73F Kingston upon Hull CT 520
432 Cardiff Bus Show Group CN04Nxx 2004 Dennis Enviro 300 Alexander B43F Cardiff Bus 71x
442 Arriva Midlands FJ54OTN 2004 Dennis Dart SPD Alexander B44F Arriva Midlands 2367
450 Arriva Midlands BU52USC 2002 DAF SB120 Wright B39F Arriva Midlands 2707
451 Arriva London South LJ53N** 2003 DAF SB120 Wright B26D Arriva London South DWS**
452 Arriva The Shires TBA DAF SB3000 Van Hool C51F Arriva the Shires 40xx
453 Arriva North East R293KRG 1997 DAF SB3000 Plaxton C51F Arriva North East 1203
455 Stagecoach East Midlands N135AET 1995 Volvo Olympian Alexander H74F Stagecoach Chesterfield 16485
456 Southdown Historic J501GCD 1992 Dennis Dart Alexander B42F Stagecoach Southdown 32501
457 Stagecoach Cambridgeshire TBA 2004 Dennis Dart SLF Alexander B38F Stagecoach Cambridgeshire 345**
458 Stagecoach Cambridgeshire S592BCE 1998 Volvo Olympian Alexander H75F Stagecoach Cambridgeshire 16592
459 Stagecoach Cambridgeshire AE53TZJ 2003 TransBus Trident TransBus H74F Stagecoach Cambridgeshire 18057
463 Nu-Venture Coaches R720BNF 1998 Dennis Dart Marshall B41F Nu-Venture Coaches 720
464 Centra London TBA 0 Dennis Dart SLF Caetano B31D Centra London DC**
465 Centra London M82MYM 1995 Volvo Olympian Alexander H74F Centra London AV2
477 Malcolms Bus Services F95GJG 1988 Ford Transit Dormobile B20F Malcolms Buses 1
478 Gwent Diecast & Model Club TBA 2000 Ford Transit Ford B16D Capitol
494 Chris Speed M646RCP 1995 DAF DB250 N Counties O77F City Sightseeing 646
495 Mr C H Morrison WLT667 1979 Daimler Fleetline Alexander H96F New World First Bus SF31
501 Ian Mahoney FHW154D 1966 Bristol MW6G ECW C39F Bristol Greyhound 2148
502 Gordon Burkinshaw 783EFM 1957 Bristol SC4LK ECW B35F Crosville SC13
572 Byeways Coaches A11LDN 1994 Mercedes 709D Mercedes C18F Byeways
573 Harrow Council LK03JDJ 2003 TBA TBA Frank Guy B24F Harrow Council
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905 Andrew Smith TBA 0 TBA TBA Plaxton C53F Semmence Coaches
922 Woottens W100TEN 2002 Volvo B12M Jonckheere C51F Woottens
925 White Bus Services L715FPE 1985 MAN 18.370 Berkhof C53F White Bus Services

Exclusive First Editions

Exclusive First Editions would like to welcome everyone to Showbus 2004, the largest modern and vintage bus and coach rally in Britain. During the past year we have continued to re-establish the business after the disruption suffered by Exclusive First Editions and Gilbow (Holdings) Limited. during 2001. We are now settling in nicely to our new location in Enfield, and are continuing to strengthen our resources. We have now turned our attentions onto the next generation of new model tooling which is one of the more pleasant parts of running the business. The new models released during this past year have been well received by enthusiasts and the release of the AEC 10T10 and RM1 & 2 prototype Routemasters creating a great deal of interest. Our objective to re-establish a smooth model release program and expand our product ranges to bring pleasure to a wider audience is now well under way, with new tooling for 4 new trucks, Thames Trader, ERF KV, AEC Mammoth MkV, Foden S24 and a re-worked version of our AEC Mammoth MkIII and two new buses, The Guy GS and AEC Renown.

Since 1989 Exclusive First Editions has pioneered and led the field in the relentless pursuit of accuracy and detail in our models and in doing so has earned great respect from both model collectors and the Die-cast industry.

When producing new models we have endeavoured to identify transport and public service vehicles that hold a significant place in the growth of the British Transport Industry.

Each new model released owes its existence to several factors, the knowledge gained from books, photographs and fleet lists but it is only with the help of enthusiasts that the final additional information becomes available. Showbus is the perfect opportunity to meet and thank these people and to let them air their views on the range and offer ideas for future model releases.

On display in the Exclusive First Editions marquee

there will be an array of models both old and new, tooling patterns, castings and forthcoming model releases. There will be the opportunity to win some rare models, special offers, and the re-introduction of the Tombola and of course senior members of staff will be available to answer any questions that you might have.

Whether you are a bus enthusiast, model collector or just out for the day, we invite you to visit our marquee and wish everyone a good time at the rally.

Visit the EFE Marquee at Showbus

As Major sponsor of Showbus 2004, Britain's biggest bus and coach rally, it is with great pride that we invite you into the world of die-cast model vehicles. Featured in the Exclusive First Editions marquee will be a great display for all to enjoy. Discover how a model is created, from the complicated wooden patterns, to the first die-cast shots. Both metal and plastic parts can be seen in the raw state as first cast, along with all the other parts that go into creating a finished model.

For the collector looking for that rare elusive item, there will be a chance to win models from our archive. In addition there will be the opportunity to purchase some plastic accessories to enhance your models, or perhaps replace those items easily lost such as tyres.

Senior members of staff will be there to answer any of your questions about our range of models and to guide you through the considerable display of new items, some of which will be on display for the first time. This year we have updated our Exclusive First Editions Master List CD-ROM which has been a great success, it now contains even more information and is easier to use and more user friendly. Visitors to the Exclusive First Editions marquee will have the opportunity to try out this interesting new collecting aid, which will also be on sale.

In addition to all this, there will of course be the opportunity to purchase some very special models produced for Showbus 2004, and these are:-

TODAY'S SPECIAL MODELS

The special Showbus 2004 model features the first release of our new AEC 10T10 bus in red London Transport livery. This model is available, at a special low price, only from the Exclusive First Editions marquee.

The special trade model for this year features the first release of the Routemaster prototype RM2 in red London Transport livery. This model will be available from your local stockist just prior to the rally or from retail traders on the day at Showbus.

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76 seats, long tests...

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Plaxton Pointer bodies, 36 seats, single door, can upseat to 40

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Fitted recent Scania engines, good tests, these are almost the last of the standard length ones to become available, only hand full in stock so be quick

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1989 F REG DENNIS DOMINATOR GARDNER 6LXB/VOITH
Alexander body, 76 seats

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MERCEDES 709D PLAXTON BEAVER
1995, N Reg Allison Auto, 27/29 seats,choice of 3, full MOT
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1997 P reg, 39 seats plus wheelchair spaces, plain white, long test. Phone for details
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AEC ROUTEMASTER (RML), D Reg, unfortunately fitted with a broken Cummins (C series) engine a few other bits and pieces missing ..... Offers over **£3,750**

LEYLAND NATIONAL GREENWAY, Volvo repower, vgc, choice of 2 ..... From **£3,750**

TBP (FREEWAY), 1996 PP (SLF) Yes (super low floor) 24 seats, ideal spare vehicle for super low-contract ..... Choice of 2 **£3,750**

OPTARE METRORIDER, 1993 K Reg, 31 bus seats, long MoT **£2,950**

LEYLAND NATIONAL GREENWAY Rebodied 1992, PP, Gardner engine, 41 seats, very clean throughout, long MOT (also 49 seater available) **£2,750**

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SHOWROOM

783/1011013/SH

1991 Bova Futura FHD

51 reclining seats, drinks fridge, centre sunken toilet, TV/Video, continental door, radio/stereo/PA, taxed & tested good tyres, Private Plate

£28,500 + VAT ono

Tel: 01206 826827

783/1011025/SH

1995 Volvo Plaxton Premiere 350 MKIV

49 reclining seats + courier seat, tv + 2 video, central toilet, 12 disc cd, euroliner wheel trims, private reg, MOT Dec 2004, taxed Feb 2005

£46,000 + VAT

Tel: 0161 6885817

Fax: 07801 888293

1996 Van Hool EOS 90

MAN engine, 49 seat manual box, retarder, air conditioning, rear wc, fridge, boiler, white exterior, MoT Jan '05

£60,000 + VAT ono

Tel: 01268 767677 (Essex)

783/1011034/SH

2000 (W) DAF SB2750 SMIT ORION

783/1011058/SH

40 seats with full exec specification
Owned from new, very reliable and well maintained coach

£79,500 + VAT

Sensible offers considered

Tel: 01323 844321 / 07736 741839

Wise Coaches Ltd. (East Sussex)

1992 Volvo B10M MK3 Duple 300 Service Bus

53 seats, can be made 57, red moquette, very tidy, new MoT

£21,000 ono + VAT

1994 Volvo B10BLE Northern Counties Paladin

53 seats + pram pen, red moquette, good condition

£35,000 ono + VAT

1997 Volvo B10M Mk 4 Van Hool Alizee

49 recliners, air con, centre sunken toilet, fridge, hot water boiler, video & PA etc. tour work only, excellent condition.
Choice of one from three

£89,000 ono + VAT

1996 Volvo B10M Mk4 Van Hool Alizee

53 recliners, tour work only, excellent condition.
Choice of one from two

£75,000 ono + VAT

All these vehicles have been owed by us since new and have been meticulously maintained

HUTCHISON COACHES (Overtown) LTD.

01698 372132

783/1011048/SH

2001 Y LDV CONVOYS

Hi roof, 2.5 Ford diesel engine and gearbox, 17 front facing seats with 3 point inertia belts, in white, some with COIF/ PSV.

Prices start From £4,750.00 + VAT

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783/1011041/SH

Due to upgrade

2 X 1994 SCANIA IRIZAR CENTURY EXECS.

49 seats, air con, fridge, boiler, fresh water WC, video, carpets, curtains, MoT (1) end Feb 05 (2) end July 05

£46,500 each plus VAT

Tel: 01249 821821

783/1011055/SH

VOLVO B10M

1993 1st registered 17/02/93

53 reclining seats, Telma, tinted windows with double glazing, radio PA, aircraft style lockers, 1 year's MoT. In the last 2 years this vehicle has had engine rebuild kit, tacho head and turbo. Ex-Shearings.

£39,500 + VAT

Telephone 01923 279991/07801 866231 (Watford)

783/1011054/SH

HEATONS MOTOR CO. (WIGAN) EST 1965

WHEELCHAIR ACCESSIBLE

ROHILL TRI AXLE MOTABILITY service buses registered 1999, 14 seats plus 10 standees plus 2 w/chairs, lowering suspension with portable side ramp for w/chairs, digital destination signs, very low miles 2.8 turbo diesel, one community transport owner from new, low entrance with double powered entrance door. Cost £58,000 ideal small rural or urban route bus. Very clean and original, exceptional value for late model buses.
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UNBELIEVABLE PRICE - CHOICE OF 2

TEL: 01942 864222

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783/1011077/SH

1993 K Reg Optare Vecta/MAN 10.180

40 seater service bus, plain white, recently retrimmed seats, Feb 05 MOT, extremely reliable vehicle, two owners from new

£14,495 + VAT

Tel: 07739 897522 (Birmingham)

1997 Man 11.220 Caetano 8.5m 35 seater

MoT Jan 05. Excellent condition throughout. **£42k + VAT**
Will p/x for 10m Javelin contract coach

783/1011059/SH

Also: **1996 Dennis Javelin 8.5m** WS 37seater
£32k + VAT

James Bevan Ltd
Lydney, Glos
Tel: 07788 183252

David Ogden Coaches

1990 DAF MB230 PLAXTON 3500
49/51 seats, wc, reclining seats, curtains, re-panelled & sprayed. MoT March 2005
£16,500 ono + VAT

1988 DAF MB230 PLAXTON 3500
49/51 seats, wc, reclining seats, curtains, re-panelled, re-trimmed & sprayed. MoT May 2005
£14,500 ono + VAT

783/0101075/SH

The above vehicles are used on our own British Tour Programme have PP, are ready for work and definitely worth a look. We are looking for 93/95 SD Service Bus and may be interested in Exchange
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1994 SETRA 210H

35 recliners, rear continental door + steps + floor panel, air conditioned, fridge by dashboard, curtains.

Re-painted white

£47,000

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01494 716996

783/1010086/FC

95 'M' Iveco 59-12

15 seater minibus, under slung tailift, 3 point seat belts, only 11 seats, diamond white, front air door, ex-local authority. Must be viewed. Bargain

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All credit cards accepted

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Mobile: 07766 670411
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March 02, 6 speed HGS Manual 380 BHP, 48 soft line seats with leather inserts + head flaps, Euro liners, TV video, onboard Hoover and all the usual extras. Available end of Oct 04 or earlier by arrangement

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27 seats, air-con, Hoover + full carpet

Price £49,995.00 ono (no serious offer refused)

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783/1010672/FC

Transit R Reg 14 seat 2.5D

Plain white excellent condition throughout. MoT + COIF

£5,750 + VAT

LDV Convoy x 2 Both 1998

Ford engine + box. 16 seats, 2.5D MoT + COIF. With turbo. Excellent condition

£3,950 + VAT each

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or 07778 211923

783/1010929/FC

Mercedes 410D 1991
Welfare Bus

Flat floor. 4 seats with belts plus upto 6 wheelchairs. Tracking throughout and fitted with PLS underfloor lift. Excellent condition, tested until Feb 2005.

Must be seen

£2,650

1949 AEC RT Double Decker
Ex London Transport

No RT 1574 Reg No KLB662.

Good runner in original condition

Offers invited in excess of £12,000

DALESMAN LEEDS

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783/1010666/FC

1998 JONCKHEERE MISTRAL, 51/53 seats, air con, tv, video, PA, boiler, full spec **£POA**

1999 Volvo T9 Alizee, full spec **£POA**

Leyland School Bus, 55 seater suitable for schools **£POA**

2001 Van Hool T9, triaxle

Tel: 01270 625096
Mobile: 07714 521089
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783/1010720/FC

FOR SALE

1994 Scania N113

Alexander Starider

48 seats (Choice of 2)

For more details please contact

David Worsell at Cardiff Bus

Tel: 029 2078 7702

783/1010883/FC

Mercedes Sprinter 312
1997 R reg

16 fully belted seats, side loading door, luggage racks. Marker lights, wheeltrims, full 12 months PSV test. 6 month's tax. COIF. Good condition inside & out

£9,250 ono

Tel: 07855 013820

782/1010861/FC

1994 L Mercedes 811

22 seater coach, front air door, ex school bus, fitted with bench seats, seat belted. Long 2005 MoT's, new tyres, all on tracking. Choice of 5 and trial bargain price. PSV tested + 24 seaters.

Prices from £4,995 + VAT

All credit cards accepted

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HELP! WE HAVE JUST ENJOYED OUR BEST EVER QUARTER BUT NOW NEED TO CLEAR SOME SPACE IN PREPARATION FOR A MOVE TO LARGER PREMISES, HENCE THERE ARE A LOT OF PRICE REDUCTIONS TO BE FOUND BELOW.

● *SERVICE BUSES & COACHES*

90/G	**OLYMPIANS / CUMMINS L10 / ZF.** Big 78 seaters + 17 standing. One owner. Various tests, nice tidy bodies and interiors. Extremely sought after specification but only a handful available so be quick. **ONLY ONE LEFT NOW!** **£19500**
92/K	**DARTS.** Exceptional Alexander bodied 9.8m examples. Re-furbished for a dedicated rail contract with 32 high-back seats plus extended luggage space and good tests. Do not confuse these with normal Darts of this age. Handful available. ..... **ALL SOLD**
81/X	**TITAN**. Very smart example, unusually fitted with **COMPLIANT BELTS**. Tested to September and well worth a look. ..... **SOLD**
83/Y	**TITAN**. Single-doored. Lovely engine and nice straight body but test expired. **£3500**
94reb	**GREENWAY**. 11.6m 49 seat example with **COMPLIANT BELTS.** Very smart body and interior. June 2005 test, taxed too. Gardner / semi. Very nice example ..... **SOLD**
93reb	**GREENWAYS.** 41 and 49 seat Gardner and Volvo powered examples in very good shape throughout. Semi-auto, excellent interiors. Always sought after. Various tests. The best value heavy duty single-deckers on the market ..... **From £2500**
94reb	**GREENWAYS**. Last few available. Superb 10.6m Gardner/ZF dual-door examples in great shape. Fully auto with retarders. Semi-standee interiors with seating for 24 + 48 standing. Ideal for airport, docks or shuttle work, or will up-seat easily. ..... **From £2500**
73/M	**VERY SPECIAL Mk1 NATIONAL.** Superbly restored 'Surburban Express' prototype. Beautifully presented in Leyland's demonstrator livery this is undoubtedly one of the best early National's in existence. Thousands of pounds spent and ready to rally or even return to PSV work. Must go to caring home. **£5500**
86-9	**LYNX / TL11 or GARDNER.** Choice of untested ones to clear. Amazing value. ..... **From £1500**
80-83	**METROBUSES, TITANS & OLYMPIANS**. Carefully selected examples. ..... **From £2500**
79-81	**BRISTOL VR's.** A further handful in stock with good Gardner engines. ..... **From £1250**
76-83	**VARIOUS DECKERS**. Suitable for hospitality / exhibition / play bus conversion ..... **From £1500**
77/S	**UNUSUAL LEOPARD.** Re-bodied in the mid-80's with a Berkhof Esprite. Semi-auto, excellent 49-seat interior. This is an absolute gem to drive and looks great too **£3500**
94/L	**METRORIDERS.** Excellent Phase 3 examples, 25 - 31 seaters with fast-flow doors. Various tests. Good sellers these. More now in stock. ..... **From £3500**
80-83	**Mk1 / Mk2 NATIONALS**. Last few left. Gardner and Leyland engines. Various specs. ..... **From £750**
72-79	**Mk1 NATIONALS.** VOLVO re-powers. Various specs and tests. Great back-up buses or good source of B10M engines. **HANDFUL LEFT**. ..... **ALL SOLD**
1985	**RENAULT DODGE**. Driver training bus. Fully auto. Runs well **£1500**

● *VINTAGE*

1965/8	**ROUTEMASTERS.** Big 72 seat LWB versions with Cummins re-power. From a well regarded source and in excellent shape. Some tested. Not the cheapest ones around but then you get what you pay for and these are selling out fast. **LAST FEW!** ..... **RING!**
1952	**AEC REGAL IV**. London Transport RF. In Central Area bus form but painted gold! Engine expertly rebuilt and drives well. Interesting history , and it's hard to believe these are now fifty years old. Perhaps the greatest single-deckers of all time? **£6500**
1950	**LONDON TRANSPORT RTL.** Heavily rebuilt and converted to forward entrance. Very fit Leyland O600 and pre-select gearbox. Great to drive and just been repainted into superb heritage London livery. Long Class V test. Go on, Treat yourself to a classic! ..... **SOLD**

● *SPARES OR REPAIR TO CLEAR*

87/E	**LYNX**. ZF gearbox fault. TL11 engine OK. Largely complete. Great source of spares **£750**
1978	**NATIONAL 1.** DAF re-power. Great engine. Complete, drives and potentially a good bus **£750**
1976	**BRISTOL VR.** Good 6LXB engine. No 2nd gear. Cannibalised but still loads of good parts. **£750**

ALSO BREAKING NATIONALS, LYNX, METROBUS, TITAN, BRISTOL RE, TIGER, LEOPARD. + LOADS OF SPARES IN STOCK. SERVICE BUSES ALSO AVAILABLE FOR LOAN HIRE.

PRICES ARE + VAT AND SOME VEHICLES MAYBE ON CONTRACT TYRES.

ALL RUNNING VEHICLES ARE FULLY GUARANTEED TO THE GATES OF THE YARD.

NO MUD, NO MISDESCRIPTIONS. NO EXTRA CHARGE FOR GRAFFITI, MOULD & ETCHED GLASS!

ALWAYS A FURTHER CHOICE OF VEHICLES AVAILABLE OR SOURCED TO ORDER.

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2000 W Iveco 35 CII MWB
Hi-roof panel van, 68,000kms, front lower entry door, rear under slung tail-lift, 7 seater + 2 wheelchairs, 1 company owner, diamond white paintwork, very good condition, roof lights, sky light. *Must be viewed.*
£13,995 + VAT
All credit cards accepted
Parkway Commercials
Tel: 0208 759 3969
Mob: 07766 670 411
07831 312879
783/1011028/FC

1995 VOLVO B10M Jonckheere Deauville

53/51 recliners, centre demountable toilet, in swing door, double glazed, curtains, coffee machine, courier seat, low mileage

For further details
Tel: 01267 237584
FFOSHELIG COACHES
783/1010770/FC

Rutherfords Travel
Have the following vehicles for disposal

1996 PP K113 TRB Scania Irizar Century, Long MOT
£68,000 ono + VAT

2 x 1995 Leyland National, Cummins engine, Allison gearbox, 51 seats, refurbished
£5,000 + VAT or £9,000 for the two

Choice of Leyland Tigers 3200
All seatbelt compliant, MOT'd from
£1,500 + VAT

Tel: 01403 786303
or 07836 775069
783/1010741/FC

1989 DAF Van Hool SB3000
49 seater toilet/washroom, MoT June 05 **£18,000**

1988 DAF Van Hool MB230
51/55 seater demountable toilet/washroom, MoT Aug 05 **£17,000**

1984 DAF Van Hool MB230
53 seater, MoT Dec 04 **£8,000**

All vehicles with full service history and in daily use

Contact: Alun Jones,
Jones Motor Services
Flint, North Wales
01352 733292
783/1011069/FC

P Reg Convoy Factory Bus
16 seater, 3 point seat belts, taxed and tested **£3,995 + VAT**

1997 Convoy Concept Conversion 16 high seats, soft trim, 3 point seat belts, rear heater. Roof vent and luggage racks. Taxed and tested **£5,995 + VAT**

1997 LDV Pilot Minibus 12 seats, 3 point seat belts, front entrance, taxed and tested **£2,995 + VAT**

R Reg Convoy 16 seats concept conversion, 3 point seat belts, rear heater, luggage racks, taxed and tested **£6,595 + VAT**

2000 Reg Convoy 16 seater factory bus, 3 point seat belts, taxed and tested **£6,250 + VAT**

2000 Reg 16 seater convoy, concept conversion, drop step, 3 point seatbelts, rear heater, roof vent, luggage racks, taxed and tested
£12,250 + VAT
783/1010885/FC
Tel: 0161 456 3840

DAF VAN HOOL'S

1992 (Y) DAF SB3000, 8 speed, T&T, 51 seats, toilet, TV, Video, drinks **£21,500**

1989 DAF SB3000, 6 speed, T&T, 51 seats, TV, Video, toilet, new DAF engine fitted 18 months **£17,500**

All above on private plates and + VAT.
Both ready to go

Dont Miss Out, Call NOW!!
Contact Phil
T: 01977 610445 (Office)
or 07779 763049 (Anytime)
783/110676/FC

2001 Y Reg Volkswagon TL45, 2.5 diesel, 17 seats, taxed & MOT'd, v low mileage, good condition coach built, TV & video fitted .....**£12,500 + VAT ono**

2000 W Reg Renault Master, 2.8 diesel, 17 seats, taxed & MOT'd, v low mileage, good condition, coach built, TV & video fitted .....**£9,995 + VAT ono**

1999 V Reg Fiat Ducato, 2.8 diesel, 15 seats, taxed & MOT'd, v low mileage, good condition, coach built, TV & video fitted.....**£6,995 + VAT ono**
783/1010983/FC

T: 0191 2742526
M: 07732 937448

Setra 215 HD, 49 seats, 1983. Good condition. No MOT. Drive away **£5,000 + VAT**

Neoplan Spaceliner. Merc. 1985. 12 metres, 36 seater, rear servery, TV, video, toilet. Diesel generator, excellent condition. Must be seen **£13,950 + VAT**

Mercedes 208 Sprinter 1997. 9 seater minibus. 88,000 miles, white, 6 months, MOT **£6,500 + VAT**

Mercedes 609. 24 seater Crystal conversion. 1994 with 89,000 kms. MoT June, excellent condition. **SOLD**
RE-ADVERTISED DUE TO TIME-WASTERS £13,500 ovno + VAT
All the above open to sensible offers
Tel: 01993 772202
783/1010745/FC

1987 Setra 228DT Double Decker Executive Coach
74 seater, recently reconditioned gearbox & diff, £1,000's of pounds spent on this vehicle recently, 11 months MOT, comes with work for 2005 (approx £11,000)
£27,000 + VAT ovno

1991 Setra 215HR Executive Coach
49 seater, fridge, boiler, TV, Webasto, retarder, recent retrim, centre sunken toilet, very reliable, clean & tidy, MOT March 05, taxed Dec 04
£26,500 + VAT ovno
Tel: 0191 241 2765
or 07946 326 793
783/1011017/FC

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91 PP Mercedes 814 Beaver
33 seater

1987 DAF SB230 Vanhool
51 seater

1985 PP Tiger Duple Caribbean II
50 seater (better than usual)

All coach spec. All open to sensible offers + VAT. All on the road & working

2 out of 3 must go!
Tel: 01325 333727
or 07836 574222
783/1010823/FC

Dennis Javelin Duple 320 1988

MOT May '05, 53 seats + rear toilet, good condition

£7,500 + VAT

Tel: 01234 711318
783/1010944/FC

2002 (JUNE) BOVA FUTURA, 6 SPEED MANUAL
49 recliners, air conditioning, centre sunken toilet & continental door, radio and CD, video & monitor, boiler & fridge, curtains & carpets, electric sunblinds, intarder & exhaust brake, webasto, tested Jan 2005, as new
£139,500 + VAT ono

1992 (MARCH) VOLVO B10M PLAXTON EXCALIBUR,
49 recliners, air conditioning, centre sunken toilet & continental door, radio & cassette, video & two monitors, boiler & fridge, carpeted, new engine (3 months). Clean coach - ex Excelsior. All white exterior, tested Nov '04
£35,000 + VAT ono

Currian Holidays, Cornwall
01726 822303
783/1010681/FC

1992 (K) Volvo B10M Plaxton Premiere 350

Auto gearbox, 53 seats (recently retrimmed)

New MOT

P/Ex possible

01725 514409 or 07960 873537
783/1011011/FC

Day's Coaches Ltd Rotherham
70 Seater single 3 + 2 seats

89 70 Seater Duple 320 test to 29 Oct 04 19xx 20 + MPG 3 point seat belts will earn you a fortune average of £380 per day as it has for us schools love it carries two class at once. **£29,995 ono Don't Miss This ONE !!!!!!!!!!!**
89 Duple 320 Dennis Javelin 20+mpg 53-seater mint Toilet rad/cass PA Just rebuilt ready for work new clutch H/D,brakes re built lockers etc new tyres all white **£10,000 Ready to Earn**
88 11meter Duple 320 Dennis Javelin 20+mpg 53-seater big locker good all-round condition good seats drive very well **£10,000 ONO**
84 VolvoB10m Duple Caribbean 49 retrimmed seats with retracting seatbelts toilet etc Radio/Cass PA all white good tyres drives well re-engineered chassis good boot lockers double-glazed. **£7500 ono**
83 PP Volvo B10m Jonkeere P90 57/9 retrimmed seats with lounge toilet, tables & TV Radio/Cass PA Brazilian Mahogany wood finish massive lockers complete rebuild of steel under rear lounge & repanneled at rear **Must see must Buy Offers**

Call Ray on 01709 586343
or 07712 936138
Photos Available Visit
www.zen36787.zen.co.uk
783/1011026/FC

1988 DAF Plaxton 4000
74 recently refurbished recliners. ABS, servery, retarder, kneeling device, excellent buy, taxed. Being prepared now with new MOT
£12,000

1986 Volvo B10M Plaxton 320
53 recliners, VGC, taxed, long MoT
£8,500

Inspection facilities available on site for both the above

Cardinal Coaches
01304 212859 / 077022 14234
783/1010844/FC

1952 AEC Regal MK IV
Ex London Transport.
39 seater, Greenline coach.
The very last one to come out of service in 1989.
Excellent interior. Looks & goes well. Brakes just relined.
Class VI MOT.
(PSV) until 20 May 2005
Serious enquiries only please.
£7,000 + VAT
01208 872123 or
07802 359213 (posaphone)
783/1010873/FC

1998 R Iveco 35 CI
15 seater bus, rear under slung tail lift, 108,000 kms, front air door, only 13 seats, red paintwork, 1 owner, drives superb, good condition, direct dial a ride M453
£5,395 + VAT
All credit cards accepted
Parkway Commercials
Tel: 0208 759 3969
Mobile: 07766 670411
Mobile: 07831 312879
783/1002598/FC

LDV Convoy Minibus Nov '99 LWB

hightop Ford D1 engine and gearbox, 70K miles,warranted, 16 cloth highback seats, retracting 3 point seatbelts, side door, stereo, fully serviced with timing belt and full test

£5,495 + VAT for quick sale
Choice of 2

Tel: 0131 669 2693
783/1011037/FC

FORECOURT

1995 M Mercedes 410
14 seater minibus, 90,000 kms, 1 authority owner, front air door, Unwin tracking, rear Ratcliff tail lift, 3 point seatbelts, new tyres, very clean vehicle, 5 speed manual, must be viewed, credit card accepted. M4 J3 Heathrow
£3,995 + VAT
All credit cards accepted
Parkway Commercials
Tel: 0208 7593969
Mobile 07766 670411
Mobile 07831 312879

783/1011031/FC

Due to timewasters Acorn Travel have the following vehicle for sale
1989 SCANIA DUPLE 320
52 belted seats, rear demountable toilet, continental door, MoT 31 Oct, taxed end Nov
£6,750 + VAT
Tel: 01827 311744

783/1011056/FC

Dec 1995 N Reg Volvo B10M Plaxton Premiere

49/53 seats with belts, centre demountable toilet, centre carpet, PA system, curtains, MoT Oct '05 and lettered. In excellent condition

£55,000 + VAT

Tel: 01656 739928
Eves: 01656 733209

783/1011066/FC

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4 x 2002 (02 plate) Scania K114 Vanhool T9's

With Scania 340 BHP engines and ZF auto gearboxes. 49 seats and centre sunken toilet/servery. All have the usual Vanhool features, AC, D/G, TV video, wc, drinks, fridge, recliners, drivers bunks etc. **All in excellent condition and will be sold with a FSH and a new MoT. Resprayed in all white.**

£147,500 + VAT

PX would be considered

For more details please contact Richard Austin on 01785 229797 or 07973 940555

783/1011024/FC

NDY Coach Sales Durham

2000 Mercedes 814D Vario, Plaxton Cheetah, 29 seats in turquoise, 3 point belts, large boot, Telma retarder, in white new test

1999 LDV 400 Convoy, 16 seat factory conversion, tested April, in school bus yellow, tidy and ready to work

1997 Mercedes Sprinter 312D, 10 seater, this vehicle has more spec and toys than a Bentley, 3 point belts, low mileage, new test, in red metallic

1987 Mercedes 811D, 19 seater coach, Craft conversion, large boot, seat belts, white exterior, new test, excellent order

Tel: 0191 3771802 Mob: 07836 545045

783/1011062/FC

1988 Volvo B9M Plaxton Paramount 3200
41 r/seats, MoT to Feb '05. Recent new clutch and numerous other Volvo parts purchased in the last 12 months
£17,950 + VAT

Tel: Cheam Coaches
01372 742527

783/1011073/FC

Due to Fleet Upgrade We Have For Sale

49 seat exec DAF Plaxton Paramount 1989 **£11,500 ovno**

49 seat exec MAN Jonckheere Deaville 1992 **£21,000 ovno**

46 seat exec with air con. Bova Futura1995 **£54,000 ovno**

19 seat Toyota Optima 1994 (Recent recon engine) **£8,500 ovno**

All coaches have tax and long MOT and are all in excellent condition

Telephone: 01226 755573 or 07843483354

783/1011076/FC

1988 DAF Jonckheere,
51 seater, seatbelts, P/P, wc, MoT Aug 05
£18,000 + VAT ono

1986 DAF Berkhof,
53 seater, seatbelts, P/P, MoT Feb 05
£8,000 + VAT ono

1982 DAF Duple,
52 seater, seatbelts, wc, MoT July 2005
£2,500 + VAT ono

1985 DAF Van Hool
50 seater, seatbelts, wc, MoT Jan '05
£8,000 + VAT ono

1989 Mercedes Rebur
33 seater, seatbelts, MoT Sept 05
£3,000 + VAT

Tel: 01453 839333
(Gloucestershire)

783/1011070/FC

COURTNEY COACHES LTD

1998 Noge Tri Axle
MoT till May 05
49 Seater, Full Exec **£77,000**

1997 Scania Tri Axle
MoT till June 05
49 Seater, Full Exec **£73,000**

1996 Scania Tri Axle
MoT till Feb 05
49 Seater, Full Exec **£68,000**

2000 Optare Solo 8.5M -
All Optare modifications have been done, MoT till Jan '05, (One owner from New)
33 Seater with lap belts **£39,000**

1999 Optare Solo 8.5M -
All Optare modifications have been done, MoT till September 05 (One owner from new)
33 seater **£37,000**

All the above vehicles are for sale due to delivery of new vehicles.
All vehicles are taxed with full service history and painted white.

For more details please call Telephone (01344) 412302

783/1011072/FC

MEET THE TEAM

Sallyanne Bellerby
Advertisement Manager

Amanda Smith
Sales Supervisor

Katie Munton
Senior Sales Executive

The Bus and Coach Buyer Sales Team
Tel: 01775 711777
Fax: 01775 711737
email: bcbsales@busandcoachbuyer.com

VEHICLES FOR SALE

2002 Mercedes Sprinter 413 CDI 16 seat, full MoT, Euroliners. Full body kit
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16 seat, Full MoT, small boot
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1983 Leyland Leopard 680
57 seater, Duple body.
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1983 Volvo B10M Berkhof, 49 retrimmed belted seats & courier, MoT Oct '04, tax April '05, very reliable coach..... **£4,000 ono**

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K Reg 1992 Iveco 49.10
Long MOT, 25 seats, belted, Marshall body
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N Reg 1996 LDV 400
16 seat service bus, Unwin tracking, HB seats, belted
£4,500 + VAT

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1998 S REG 814D MERC SERVICE BUS 33 dual purpose seats with belts. Allison automatic gearbox. **£24,000 + VAT. Tel: 01665 720907.** 783/1011065/ME

K REG MERCEDES 410 16 seats, coach rack, taxed and MOT'd **£2,500 + VAT. Tel: 0161 797 9733.** 783/1011052/ME

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1993 L VOLVO B10M JONCKHEERE DEAUVILLE, 49/51-seat coach, ZF manual, full specification including drinks machine, audio and video system, retrim in your choice of moquette as well as our full refurbishment package, one only, now in stock, or phone for further details of our very special drive-away price with long MoT

1993 K BOVA FUTURA FHD, 51-seat coach, newly resprayed in white, 51 reclining seats, recent retrim in black-multicolour grafitti moquette, centre sunken toilet, servery, continental door, audio and video system, courier seat and the usual high Bova specification, tremendous value at just.....**£39,995**
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1990 H Leyland Lynx I, 47-seat integral with high-back dual purpose coach seats, Cummins L10 engine, ZF 4HP500 fully automatic gearbox, retrimmed in smart blue/multicolour Furtex moquette, can be fitted with seat-belts at cost if required, has been extensively refurbished with new panels, body structure overhaul and replacement engine, will seat-belt at cost if required, ideal for schools and service, ready later this month and sprayed in your livery. Price without seatbelts **£10,995,** Price with seatbelts **£12,495**

1990 G DAF SB3000 Caetano Algarve HDH, 51-seat coach, centre sunken toilet, continental door, courier seat, DAF 11.6 litre rear-mounted engine, huge luggage capacity, retrimmed 2003 in excellent brown/multicolour Furtex moquette, from a good home, a smart modern coach at a very realistic price, due in next week

1989 F DAF MB230DKFL Caetano Algarve SDH, 51-seat coach, centre sunken toilet, continental door, courier seat, DAF 11.6 litre mid-engined chassis, retrimmed 2003 in black/multicolour Furtex moquette, from a good home, another realistically priced, recently refurbished vehicle, due in next week

1989 F LEYLAND LYNX I, 49/51-seat integral buses, Cummins L10 engines, ZF4HP500 fully automatic gearboxes, price includes repanel as required and retrim in your choice of moquette as well as our usual refurbishment package, order now for delivery before the schools start, seat-belts option available at cost, good choice available.....**£8,995 each**

1988 E VOLVO B10M CAETANO ALGARVE SDH, 49-seat executive coach, centre sunken toilet, continental door, courier seat, ZF manual, grey/multicolour centre pattern grafitti interior trim, radio/CD player, taxed, now being prepared, order now in your exterior livery for delivery later this month, excellent value at just **£14,995**

1987 E LEYLAND TIGER TL11 ZF 6 SPEED MANUAL PLAXTON PARAMOUNT 3500 III 50 seat coach, rear saloon toilet, recent repaint in white (will respray at cost if required), being prepared with new MoT, rear saloon toilet, courier seat, recent retrim in red overall patterned moquette.....**£10,995**

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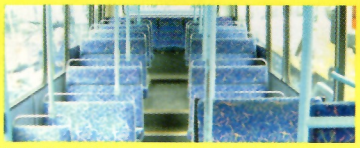

1997 P DENNIS DART 10.8 metre SLF Wright Crusaders, choice of two identical machines, one owner from new, high-quality Alusuisse bodywork from a quality bus builder, full wheelchair access plus 32 seats (will upseat if required - phone for details) price includes a retrim as well as our usual preparation package, tremendous value at just £39,995 each

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33-SEAT MERCEDES COACHES

1995 M/N MERCEDES 811D WS WESSEX 2, 33-seat coaches, 5-speed manual gearbox, fully refurbished with new coach seats, choice of two or three point seat-belts, twin luggage racks, walnut dashboard, moquette to centre roof, aisle and drivers area carpet, radio/cassette with four saloon speakers, good choice of vehicles now being prepared to order for late September/early October delivery, priced from **£18,995** depending on final vehicle specification.

1995 N MERCEDES 609D FRANK GUY, 19-seat coach, full refurbishment with full size luxury seats retrimmed in brown/multicolour grafitti moquette, twin luggage racks, radio/cassette with four saloon speakers, gangway and driver's area carpet, full body skirts, small rear boot, excellent little coach, real value at just **£12,995**

33-SEAT MERCEDES BUSES

1994/5 (M AND N) MERCEDES 811D WS WESSEX 2, 33-seat buses, 5-speed manual gearboxes, good choice of useful 33-seat service buses, large destination domes, price includes our usual refurbishment package plus a retrim in your choice of moquette, will seat-belt at cost if required, excellent choice available from just £9,995 fully prepared - or buy prior to preparation at **HUGE** discount.

1995 M MERCEDES 709D TBP, 29-seat service buses, 5-speed manual gearboxes, good choice of these versatile 29-seat service buses, destination domes, price includes our usual refurbishment package plus a retrim in your choice of moquette, will seat-belt at cost if required, excellent choice available from just £7,995 fully prepared - or buy prior to preparation at **HUGE** discount.

1994 (Dec) M Optare Metrorider, 33-seat coach, Cummins 6BT turbodiesel/Alison AT545 4-speed automatic gearbox, one piece power door, wide bodies version, newly refurbished interior with retrimmed full-size coach seats, compliant inertia seat belts, twin luggage racks, moquette to centre roof, radio/cassette with four saloon speakers, aisle carpet, newly MoT'd, resprayed white and ready for work, one only at just **£13,995**

26-seat coach with one-piece power door

1993 L Mercedes 609D Crystals, 26-seat conversion, five speed manual, single-leaf interior being retrimmed in your choice of moquette from our extensive selection, radio/cassette, twin luggage racks, MoT just expired but drives very well, full side skirts, no boot, remarkable value at just £9,995 order now in your livery for delivery late September!!!

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MANY OF THE VEHICLES IN OUR RETAIL SECTION CAN BE BOUGHT AT DRIVE AWAY PRICES PRIOR TO REFURBISHMENT - PLEASE PHONE FOR DETAILS!!

1995 N Mercedes 609D Frank Guy, 20-seat coach, power door, retrimmed in brown grafitti-style moquette, radio/cassette, saloon heater, small rear luggage boot, twin luggage racks, full body skirts, moquette to centre roof, MOT November, due in soon, one only.....£10,995

MERCEDES 29 and 33-seat Buses now arriving!!!!!

1994/5/6 (M/N) Mercedes 709D and 811D, 29 and 33-seat service buses, choice of UVG and TPB bodywork, large selection now in stock, many with recent retrims, all clean and tidy inside and out, buy prior to refurbishment and save £1000's, take your pick from just .....**£4,695 plus VAT**

1995 Iveco 59.12 Marshall, 19-seat bus, fitted out to GMPTE specification with full-size "two plus one" seating, luggage pen and Diptac handrails and features, red/white exterior, retrimmed red moquette interior, MOT February 2005, an exceptionally clean example, now in stock, make us a sensible offer and it's yours!!

1994 L Optare Metrorider Mark III, 25-seat buses, long wheelbase models with wide doors and luggage pens so would upseat to 31, Cummins/Alison drivelines, one owner from new, clean and tidy for year but MoT expired, choice of two identical machines at just.....**£3,795 each**

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1990 H Dennis Dart 8.5 metre Carlyle 25/28-seat buses, direct from local municipal company, Cummins/Alison drivelines, original red patterned moquette interiors, clean and tidy for year all with long MOT's into 2005, excellent value for money from just £4,495 plus VAT

1989 G Mercedes 811D 5-speed manual Reeve Burgess Beaver, 33-seat bus, narrow entrance, power steering, seats retrimmed some time ago in centre pattern grafitti moquette, clean inside and out, MoT April 2005, one only at this price.....**£2,995**

NOW IN STOCK - LIMITED CHOICE AVAILABLE SO BE QUICK!!!

1989 F Leyland Lynx Mark I, 49-seat service buses, wide choice of these buses mostly with current MoT's, Cummins L10 engines, ZF4HP500 4-speed fully automatic gearboxes, grey centre chevron patterned moquette, excellent choice of these clean vehicles and excellent value for money from just.....**£3,995**

LOTS OF LEYLAND OLYMPIANS IN STOCK

1986 C Leyland Olympians, Eastern Coach Works, 72-seat single door bodywork, direct from local municipal company, just two owners from new, Gardner/Hydracyclic, excellent condition for year, some with good MoT's, excellent value from just £5,695 each

1984 A MCW Metrobus, coach specification with Integral 70-seat bodywork, recently retrimmed coach seats in blue/multicolour patterned moquette, Gardner 230 6LXCT engine, Voith 4-speed gearbox so sensible cruising speed, blue/silver exterior, MoT December 2004, one only, now in stock, tremendous value at just **£4,495**

1984 A DAF MB230 11.6 Litre ZF manual Caetano Algarve SDH, 53-seat coach, retrimmed in attractive red-based moquette less than a year ago, seat belts, MOT to 26/01/2005, courier seat, white exterior, very clean for year, excellent value at just.....**£5,495**

On e-Bay this week

1980 V Volvo B58 11-metre Plaxton Supreme 53-seat coach, clean and tidy for year, drives well, seat-belt compliant, PSV MOT expired.

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1993 K Mercedes 709D Plaxton Beaver, 25-seat coach, recently refurbished.

1982 X Leyland Olympian, with 12 months MoT

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53 (04) LDV Convoy, 16 seat hi roof. Front entry plug door. Delivery mileage, 4 yrs warranty £18,250.00

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52 (03) LDV Convoy, 17 seat H/R, 10,800miles, COIF, PSV £12,495.00
02 (02) LDV Convoy, 17 seat H/R, 32.331 miles. Choice, PSV £11,450.00
02 Ford Transit LWB, 16 seats, M/H/R LWB. Twin S/L Doors £10,750.00
52 LDV Convoy, 17 Seat H/R, 13,025 miles, COIF/PSV £11,995.00
Y (01) LDV Convoy, 17 Seat H/R, Front Entry Drop Step. 31514 miles, COIF/PSV. Immaculate condition £11,995.00
X (00) LDV Convoy, 17 Seat L/R, 48,000 miles, 2.5ltr Ford engine £7,995.00
T (99) LDV Convoy, 17 Seat H/R, 42,133 miles, T/D Ford engine £6,250.00
S (98) LDV Convoy, 17 Seat H/R, COIF/PSV. £5,250.00

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51 (01) Citroen Berlingo Multispace estate. Diesel, 4 passenger seats + 1 wheelchair, 40,0034 milesl £7,750.00
N (96) Iveco 35-10 Devon Conversion Welfare Bus, 15 seats with Unwin tracking, underfloor chair lift, 69,000 miles £6,495.00
51 (01) LDV Hi Roof Convoy Wheelchair Accessible minibus, 2.5 D, 8 seats or 6 passengers + 2 wheelchairs, 48,000 miles, inboard Ricon lift £13,995.00
02 (02) LDV Convoy Hi Roof Wheelchair Accessible minibus, 2.5D, 8 seats or 6 passengers + 2 wheelchairs. Ricon in board lift. £14,495.00
Y (01) Renault Master, 16 seat wheelchair accessible or 3 passengers + 5 w/c, pls lift £17,250.00
W (00) Iveco 40/10 Turbo Daily w/acc, 2.8TD, 12 seat or 6 passengers + 3 wheelchars. Ratcliff underfloor lift.. ..... £11,750.00

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Previously owned vehicle J5450 Y291 AOE
Mercedes Benz Sprinter MWB, 2.2 ltr Turbo Diesel. Date first registered 17/05/2001. Colour: Blue, No. seats: 14, No owners: 1, Condition: Very good, Transmission: Manual, Mileage: 49000 miles, MoT until: 13/06/05, 311 CDI, High roof, non-slip flooring, power steering, radio/cassette player, side load door, twin front passenger seat. Option 9 seater W/C access. At additional cost Wheelchair Options. **£11,850 plus VAT**

Toyota Hi-Ace SWB, 2.5 turbo diesel, Registered 19/08/2002, blue, 3 seats, 1 owner, as new, manual, 24,000 miles, MOT 19/08/2005, 9 seats (6 removable), power steering, radio/cassette player, service history, short wheelbase, side load door, balance of manufacturers warranty, option wheelchair Access with above **£12,950 plus VAT**

Previously owned vehicle J5453 R931 EUB
Volkswagen, Caravelle SWB, 2.4 ltr Diesel. Date first registered: 07/10/1997. Colour: Red, No. seats: 7, No. owners: 1, Condition: Good, Transmission: Manual, Mileage: 55000 miles, MoT until: 29/10/2004, Central Locking, Full Width Lightweight Ramp, Lowered rear floor for wheelchair access, Lowering rear air suspension, Non-Slip Flooring, Power Steering, Radio/single CD player, Side load door, Single front passenger seat. **£7,900**

Ford Trans MWB 2ltr Turbo Diesel, 01/06/2003, White, 9 Seats,1 Owner , As New Condition, Man., 5000 miles, MOT 01/06/2006, M/Wheelbase, M/Roof, 9 seats including driver, C/locking, Option 9 seater W/C access at additional cost, P/Steering, Radio/cassette player, Twin front passenger seat, Twin Side Doors, Air Bags, Wheelchair options available from £1,350 **Cost: £13,900 plus VAT**

Volkswagen, Transporter 1.9ltr Turbo Diesel, 12/02/2001. Blue. 6 seats 1 owner. Very good condition. Transmission: manual.Mileage: 33000 miles. MoT until 25/01/2005. Electric winch. Full width lightweight ramp.Non slip flooring. Option 9 seater W/C access. At additional cost. Power steering. Radio/cassette player. Side load door **£10,750 plus VAT**

Toyota Hi-Ace SWB, 2.5 ltr turbo diesel. Registered 16.09.2002, blue, 1 owner, as new condition, manual, 1100 miles, MOT 16.09.2005, air bag, balance of manufacturers warranty, electric mirrors, electric windows, immaculate condition inside and out, power steering, Q Straint W/C securing system, radio/single CD player, remote central locking, Ricon Clearway electric wheelchair lift, side load door, single front passenger seat **£12,950 plus VAT**

Mercedes Benz VITO Traveliner, 2.2ltr Turbo diesel, 15/9/2000. Blue. 4 seats. 1 owner..Very good condition. Automatic. Mileage: 43,500 miles. MoT27/7/2005. 110 CDI, 5 door, air conditioning, Automatic Transmission. Could take 2 wheelchairs. Electric mirrors. Electric winch. Electric wheelchair lockdown. Wheelchair space next to driver. full width lightweight ramp. Immaculate condition inside and out. Power steering. Remote central locking. Service history. Single front passenger seat. Twin side doors. Two rear saloon passenger seats **£13,600**

Previously owned vehicle J5457 NK51 PBX Fiat, Doblo, 1.9 ltr Diesel, Date first registered: 12/09/2002, Colour: Yellow, No. seats: 5, No. owners: 1, Condition: Very good, Transmission: Manual, Mileage: 57000 miles, MoT until: 12/09/2005, ELX model, 5 door, Air Bag, Air conditioning, Alloy wheels, Balance of manufacturers Warranty, Electric mirrors, Electric windows, Full width lightweight ramp. Immaculate condition inside and out, lowered rear floor for wheelchair access, power steering, radio/single CD player, remote central locking, service history, twin side doors **£8,500**

Previously owned vehicle J5421 N273 KAF Renault Trafic LWB 2100 diesel, Date first registered: 21/01/1996, Colour: White, No. seats: 5, No. owners: 3, Condition: Good, Transmission: 5 Speed manual, Mileage: 98000 miles, MoT until: 01/02/2005, High roof, power steering, recessed floor tracking, high level windows, full width lightweight ramp, radio cassette player **£3,000 plus VAT**

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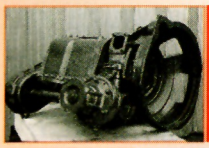
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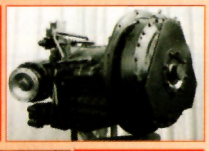

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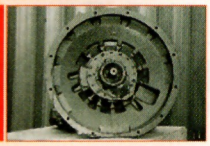

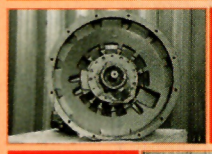
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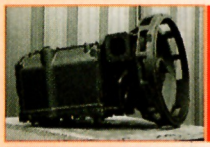
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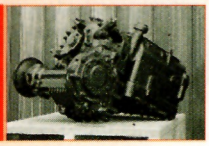

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Indcar seeks Wing dealer

Indcar, the Spanish coachbuilder whose Maxim 2 range of coachwork is offered in the UK through UK Bus & Coach of Hellaby, is looking to appoint new dealers to sell the smaller Wing coachbuilt minibus design.

Launched in 2001 on the Iveco Daily 65C15 chassis, it has since been developed for the Renault Mascott, Mercedes Sprinter 616 and recently the Vario O.810. It is available in three versions. The Wing coach provides between 24 and 30 seats depending on chassis; the Wing Mixto, exclusively offered on the Iveco, has a side or rear lift and carries between two and seven wheelchairs; and the Wing City Bus, on the Iveco and the Vario, provides between 14 and 20 seats, one wheelchair space and a standee capacity dependent on the chassis type.

Homologated to EU Directive 2001/85/CEE, the Wing range is already sold in Spain, France, Ireland, Sweden and Finland and over 370 have been sold to date. One example has already been delivered direct to UK operator Eltham Executive Charter.

MD, Gael Queralt, told B&CB that what Indcar is looking to do is appoint a specialised importer for the Wing range in the UK. Such a dealer would both sell and provide service for the product. B&CB understand that discussions are already well advanced.

West Yorkshire officials study Oxford park and ride

Local authority officials from West Yorkshire have visited Oxford Bus Company to see for themselves the way the company operates park and ride facilities. The party included the Lord Mayor of Bradford, Councillors from Bradford and Keighley, representatives from Metro, Keighley and District Travel, Harrogate and District Travel, Arup and bus and train user groups.

Speaking of the visit, Ray Wilkes, the organiser said, 'Oxford is and older city with narrow roads and no suburban railway. Leeds and Bradford have much better transport infrastructure, better bus stations, wider roads and a good rail network, so we should have fewer traffic problems than Oxford, but we don't. Rush hour journeys take up to three times longer than similar journeys in Oxford.'

Nigel Eggleton, Commercial Director of Oxford Bus Company said, 'It is quite a vote of confidence for public transport in the city. We are flattered they felt they could learn from us.'

Solent's new Senior Controller

Solent Blue Line has appointed Bob Hawkins to the new position of Senior Controller in a management restructuring. Bob has been involved in day to day network control for most of his career. He began his bus industry career 22 years ago as a driver with Hants and Dorset the Solent Blue Line predecessor and rose to become an inspector 17 months later. Up to his new appointment he has been the Control Inspector for the company in Southampton but his new job takes him to Eastleigh where he will be in control of eight controllers who cover the daily running of the network.

MD of Solent Blue Line Phil Stockley said of the appointment, 'We are significantly increasing our operations management resource to meet our improved service objectives which are primarily concentrated on frequency and reliability throughout the network. The company is investing a lot more resource on the ground to monitor services and increase communication, assistance and guidance with drivers. Bob is a highly experienced controller and will be a key member of the new management team.'

Obituary

John Wilson

John Wilson (49), who worked for Autoglass for 16 years has died suddenly. He held various account management roles for Autoglass and for the last eight years handled the company's bus and coach accounts. He was well known throughout the industry and renowned for always managing to see the positive in everyone and everything and his sense of humour.

He was also the Autoglass representative at CPT for many years.

B&CB extends its condolences to his wife and family.

New University partnership in Aberdeen

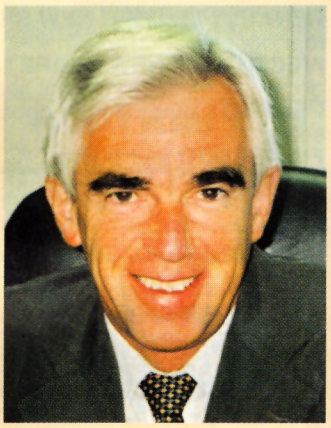
George Mair, MD First Aberdeen (left) and Dr Adrian Graves of RGU with one of the newly refurbished buses.

First in Aberdeen has linked up with the Robert Gordon University to fund a new bus service aimed at students.

The new RGU-Unilink service operates between the city centre and the RGU Garthdee campus three miles from the city centre providing a dedicated link and taking pressure off the existing busy First Red Line Overground routes 1 and 2.

The service is operated with five newly refurbished double deckers, which carry a distinctive Unilink livery. The service operates from Monday to Friday on a 10 to 15 minute headway. The service is also available to the general public.

New MD at First North West



Ian Davies has been appointed MD for the First Group operations in Northern Greater Manchester. Ian has 35 years experience in the bus industry, which began with Bury Corporation in 1967. He joined First in 1988 when the company took over Mainline for whom he was then working.

During his career he has also been a Senior Manager at Tyne and Wear PTE for six years, Director of Mainline and Divisional Director for First in Yorkshire where he was responsible for the introduction of a significant programme of service delivery improvements and the launch of the guided busways in Leeds and Bradford. Prior to this new appointment he had been Director of Project Delivery for First Group.

First recently announced a major investment programme for new buses in Manchester which will fall within Ian Davies remit as will ensuring promised service improvements and the implementation of a new and efficient business structure for the north west operation.

Michael Wilson is BDOY

Michael Wilson a driver with First Essex has won the title UK Bus Driver of the Year 2004. Runner up was Edward Reid of Stagecoach East Scotland and third, another First Group driver, Murdo Macleod of First Aberdeen.

New life for Routemaster in Cornwall

First Group has found a new use for one of its redundant Routemasters. The bus, transferred down from London to First in Cornwall, is being used to help Cardon District Council with its 'Don't Miss the Bus' campaign. The campaign is aimed at making sure pensioners are claiming all the benefits they are entitled to.

Correction

In last week's issue a news item on Arriva's interim results wrongly stated that Chief Executive Bob Davies was retiring; he isn't. However, the Group's Non-Executive Chairman, Gareth Cooper, is standing down, to be replaced in the role by Sir Richard Broadbent. The mistake was as a result of my misinterpretation of a press release.

SAJ

New buses for London Buses

London Buses, which operates under the fleet name East Thames, has taken delivery of 38 new buses- all bodied by Wrightbus. The order consists of 13 Volvo B7TLs with the Eclipse Gemini body and 25 Volvo supplied Merit single deck midibuses.

An interesting feature of the double deckers is the use of Pilkington Antisun green tinted glazing. These also have Pentagon light smoke film applied preventing glass shattering and being damaged by vandalism.

Volvo B7RLE is Whitelaw choice

The latest buses to join the Stonehouse based fleet of Whitelaw's are five Volvo B7RLE single deckers with Wrightbus Eclipse Urban bodies. The buses seat 43 passengers but have a total capacity of 75. They are to be used on services between Stonehouse, Hamilton and East Kilbride as well as on another service linking Coalburn, Hamilton and Wishaw General Hospital.

First Cummins engined Solo in North Wales

Lloyds of Bagilt in Flintshire has become the first operator in North Wales to operate a new Cummins engined Optare Solo. The company already operate two other examples of the Solo. The new bus is finished in the Flintshire County Council Connexxions livery used for their contracted services.

The 9.5 metre Solo has 33 seats and space for 18 standing passengers. It has the 185bhp Cummins engine matched to Allison automatic transmission.

17th Neoplan added to Coliseum fleet

This Euroliner is the seventeenth Neoplan to join the fleet of Coliseum Coaches. It carries the livery of sister company Angela Holidays which specialises in coach holidays and will work on their Club Class Tours.

The coach has a MAN 410bhp engine matched to ZF AS-Tronic transmission. The specification includes 48 seats, centre sunken toilet, tinted double glazing, full air conditioning, hot and cold drinks facilities and a full sound and vision package. Mentor Coach and Bus supplied the coach.

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